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號五廿月六年三統宣

SATURDAY, AUGUST 19 1911.

六拜禮

號九十月八年港香

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REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.	CHINESE TELEGRAMS.
THE STRIKE MOVEMENT. HOPE AND DESPAIR. [SERVICE TO THE "TELEGRAPH."] London, August 18, 2.5 p.m. The strike situation seems to alternate between hope and despair. The news that negotiations had been reopened and the fact that Mr. Lloyd George said he was still most sanguine that a settlement would be effected though he urged patience and restraint upon all concerned, including the newspapers, and that Mr. Ramey MacDonald was also hopeful was followed by the railway leaders' statements that there was no truce and that the reports from the provinces pointed to an early decisive victory. A manifesto has been issued calling on the railwaymen to strike a blow for deliverance from tyranny. Shortly afterwards it was announced that the meeting of the leaders had been adjourned from one to nine o'clock next morning without having arrived at a decision. Altogether suggestions are not lacking that the Government's golden bridge will be ultimately accepted, though unfortunately much bad feeling and exasperation is shown by the younger and more hot-headed elements of the rank and file. THE PROVINCES. Durban, August 18, 10.30 a.m. Reports from the provinces show that the men are coming out in various places, the northern industrial centres being the most affected, though a number in Bristol and Cardiff are also out. Passengers at Bristol are having to handle their own luggage owing to the platform porters knocking off and the traffic at Fishguard is practically suspended. The seriousness of the situation in Lancashire is evidenced by the	calling in of the rifles and bayonets of the Salford Territorials, and the cutting off of the electrical power in Liverpool adding to the general misery and apprehensiveness prevailing there, and the order given to the troops to fire immediately on the roading of the Riot Act. Liverpool is now practically an armed camp. The Irish railwaymen have decided to strike and apprehensions have also spread to Scotland. A roll call has been held in the Royal Engineer barracks of men capable of driving locomotives. GOVERNMENT PREPARATION. Durban, Aug. 18, 10.30 a.m. The Government Departments are extremely busy in making the necessary preparations. Mr. Churchill was at the Home Office till morning. Troops and machine guns are arriving in London all day and all night. Artillery men have gone to guard Willesden. All papers condemn the hasty and arbitrary action of the men. Some of them also blame the obstinacy of the companies in not recognising the unions. ATTEMPTS ON RAILWAY PROPERTY. Durban, August 18, 5 p.m. The strike of the motor men greatly interferes with the underground railway, but most of the tubes are working. In the House of Commons Mr. Churchill said that there were no disturbances in London, but there had been several attempts in the provinces to commit outrages on railway property with a view to stopping the services and that such acts were punishable by penal servitude. He said it was yet too early to measure the full extent of the strike, but the Government would make sure to maintain the supplies of food, fuel and other essentials.	THE EFFECTS OF THE STRIKE. Durban, August 18, 6.50 p.m. In the Midlands the people are already feeling the effects of the strike. Many collieries and iron-works are closing down, the former through their inability to transport the coal and the latter through lack of coal. The first encounter between the railway strikers and the police occurred at Birmingham when the strikers tried to drive back six-wagon loads of meat as they were leaving the goods yard escorted by police. There was also a serious attack on the goods yard at Derby. Mr. Churchill said that he believed that the Government's arrangements for working the railways will prove effective; if not, then greater measures will be taken. (Opposition cheers.) But it must be clearly understood that the people's food supply and the safety of the country is more important than anything else. (Loud cheers.) THE STRIKE NOT TOO SUCCESSFUL. London, August 18, 12.45 a.m. The strike is absorbing all services. London is almost normal. Reports from the provinces seem to indicate that the strike is not too successful. Most of the railways are working but under difficulties. Troops are moving in all directions. 50,000 have reached London and are ready for dispersal to threatened centres. 17,000 are encamped in the parks. The representatives of the men held prolonged meetings to reconsider Mr. Asquith's proposal to convene a Royal Commission. The meetings have resulted in adhering to their resolve to strike. Frequent conferences will be held between the ministers and others this morning, and afterwards a meeting of the Cabinet will take place. Mr. Lloyd George said that in view of the critical situation the House of Commons would merely adjourn till Tuesday next instead of Oct. 24.	TELEPHONE OPERATORS STRIKE. Durban, August 18, 1 p.m. The night staff of the London telephone operators have struck. MANAGERS REFUSE CONCESSIONS. London, August 18, 7.30 a.m. The strike conferences have resulted in a deadlock. The managers abide by Mr. Asquith's proposal but refuse the concessions demanded by the Trade Unions. EVENING REPORTS. London, August 18, 7.30 a.m. The evening reports show that the strike is effective in the North of England and South Wales, partially effective in the Midlands but wholly unsuccessful in the South of England. THE OPIUM QUESTION. BRITAIN'S REFUSAL. [SERVICE TO THE "TELEGRAPH."] London, Aug. 18, 2.5 p.m. In the House of Commons Sir Edward Grey in reply to a question said that Great Britain refused to consider the Chinese proposal to exclude Indian Opium from Manchuria, Szechuan and Szechuan until it is satisfied that the breaches of Article Seven of the Opium Agreement by the authorities of Canton and Fukien have ceased. HONGKONG OPIUM SMOKERS. REGISTRATION WILL NOT BE ADOPTED. [SERVICE TO THE "TELEGRAPH."] London, August 18, 4.35 p.m. The Rt. Hon. L. Harcourt replying to a question in the House of Commons said that the introduction of the system of registration of opium smokers in Hongkong was impracticable. Such registration had neither been nor would be adopted in the Straits Settlements or Malaysia.	AMERICAN TARIFFS. WOOL BILL VETOED. [SERVICE TO THE "TELEGRAPH."] Durban, August 18, 5 p.m. The President of the United States of America has vetoed the Wool Bill. [A message from Washington dated August 13th reported that the Joint Committee of the Senate and the House of Representatives have fixed the duty on raw wool at 20 per cent. ad valorem, on combed wool tops 34 per cent. and on yarns 30 per cent.] THE POPE. IMPROVING. [SERVICE TO THE "TELEGRAPH."] London, Aug. 18, 12.45 a.m. The health of His Holiness the Pope is improving. OBITUARY. [SERVICE TO THE "TELEGRAPH."] London, Aug. 18, 12.45 a.m. Lord James of Hereford is dead. HOME CRICKET. COUNTY RESULTS. [SERVICE TO THE "TELEGRAPH."] Durban, Aug. 18, 12.30 a.m. Kent has won by an innings and 94 runs. MOROCCAN AFFAIRS. NEGOTIATIONS AT A STANDSTILL. [SERVICE TO THE "TELEGRAPH."] London, August 18, 7.30 a.m. It is reported from Berlin that negotiations in connection with the Moroccan question are completely at a standstill. THE RAIN IN INDIA. [SERVICE TO THE "TELEGRAPH."] London, Aug. 18, 7.30 a.m. It is stated that a good down-pour of rain occurred in Simla and also throughout the united provinces.	POSTAL AFFAIRS. [SERVICE TO THE "TELEGRAPH."] Peking, Aug. 18. The Ministry of Posts and Communications intend to do away with Japanese employed in postal affairs. MONGOLIA. TO BE DIVIDED. [SERVICE TO THE "TELEGRAPH."] Peking, August 18. The division of Mongolia into provinces has been finally decided upon. Prince Su will prepare the preliminary arrangements in connection with this and memorialize the Throne for approval. THE CABINET. AND THE CANTON. OUTRAGE. [SERVICE TO THE "TELEGRAPH."] Peking, Aug. 18. The President and vice-President of the new Cabinet have, in view of the bomb outrage in Canton, telegraphed to the Canton Viceroy requesting His Excellency to take necessary precautions against the future action of anarchists. A telegram has also been sent to the Governor of Kwang-si asking His Excellency's co-operation with the Canton Viceroy in defending the provinces against further outbreaks. THE CANTON VICEROY. TO RESIGN. [SERVICE TO THE "TELEGRAPH."] Peking, August 18. H. E. Chang Ming Shi, the Canton Viceroy, has tendered his resignation recommending H. E. Sun Chun Hsun, the ex-Viceroy of Canton, to the Throne, as his successor. In the same memorial, the Canton Viceroy begs permission to recruit ten regiments of troops for the protection of Canton. This has been granted, but his resignation was not accepted.	THE CANTON TARTAR GENERAL. [SERVICE TO THE "TELEGRAPH."] Peking, Aug. 18. H. E. Fung Shan, the newly appointed Tartar General vice Shing Fun, who resigned, has asked the Ministry of Finance to put aside funds for converting the banner men soldiers, stationed in Canton, into recruits. ADMIRAL LI CHUN. High Authorities Solicitous. [SERVICE TO THE "TELEGRAPH."] Canton, Aug. 17. On the night of the 16th inst. H. E. the Viceroy received a telegram from the Admiralty in Peking to enquire into the health of Admiral Li on behalf of the Throne. According to the telegram, the Throne greatly commended the bravery of Admiral Li in killing one of his assassins when he was so seriously wounded by the bomb. The Throne was very anxious about the condition of the Admiral, and the Viceroy was asked to send the Throne's compliments to Admiral Li and to report his condition to the Throne from time to time by wire. The Throne has asked the Minister of the Imperial Household to send some medicine for the use of the Imperial family which has a great effect towards healing the wounds through the Admiralty. The granting of Imperial medicine to an official, especially to a military official, by the Throne, is an exceptional honour. The medicine is now being sent to Canton. Admiral Li has been granted a month's leave. Prince Tasi Hsun, the First Lord of the Admiralty, when the telegram from the Viceroy on the attempted assassination of Admiral Li reached him, was greatly alarmed and sent a wire to Admiral Li enquiring whether His Excellency was improving. The Admiral has sent a reply to the Prince thanking him for his kindness. Admiral Li, besides being the recipient of several complimentary telegrams from the officials in the capital and other provinces, has been honoured by the visits of many of the foreign Consuls at Shanghai.

The Weather Forecast.



THE RECENT EXTRA-ORDINARY SCENE IN THE COMMONS.

An Impression.

I have been present in the House of Commons on many occasions over a period of 45 years, and have witnessed many "scenes," but never anything comparable with that of yesterday afternoon. I heard the exciting debates of 1836-7, with Gladstone, Disraeli, and Lowe as protagonists; some of the hottest of the Eastern Question nights in 1877; and many of the Irish rows of the Land League time. I have often watched a fellow member high and sometimes seen the authority of the Chair exercised to remove obstructive members. But yesterday for the first time in my memory, or the memory of any one present, we had the spectacle of the whole House in a fever of excitement, the Prime Minister shouted down, the Leader of the Opposition much interrupted, and the first non-official member of his side who attempted to speak met with an angry and continuous outcry. Above all, it is the first time that I have ever known this or any Speaker exercise his rights under the Standing Orders, and adjourn the House of his own motion, as a disorderly Assembly. To this pass has the conduct of Mr. Asquith brought the House of Commons.

We all knew that there was going to be a battle-royal. For weeks past young Unionists have been talking of "taking off the gloves," of "going for the Government," and so forth. Yesterday morning, instead of inscribing their own names on the tickets which marked their places, some had significantly marked them "Do or Die" and "Last Ditch." When, after waiting, the officials led us into the Strangers' Gallery at 3.15, the crowded House was already buzzing with half-suppressed excitement, in the midst of which Mr. Birrell's answers to a score of trumpet Irish questions, more fit for a parish council than for Parliament, were monotonously read out. Then, at 3.20, a roar of cheering from the Government side marked the entrance of the Prime Minister, looking flushed and a little nervous, as he well might be. The whole of his supporters rose to their feet, and cheered for nearly three minutes, drowning the fierce ejaculations on the other side, soon to be more effectually repeated. Five minutes later Mr. Balfour entered, and his followers, too, rose and cheered, the other side remaining decently silent. Then, questions and some small business over, the Speaker announced "Consideration of the Lords' Amendments to the Parliament Bill." Mr. Asquith rose a little before the half-hour, but it was 3.57 before he could pronounce an audible sentence. Ugly words like "Traitor" were shouted from the back benches and below the gangway opposite, and a steady, loud murmur of "Wide, wide!" began, grew, died away, and began again. Three times at least did the Speaker make dignified appeals that the Minister should be heard; he pointed out, in other and more Parliamentary language, that disturbance was a game at which both sides could play; that if the Opposition would not hear the Prime Minister, the majority might in revenge refuse to hear Mr. Balfour's reply. This sound doctrine had but a momentary effect. Sometimes a phrase of the Minister's aroused the wrath of his opponents, and the hubbub broke out once more. Sometimes an inopportune cheer from the Ministerialists unloosed the tempest of froth. Once the Speaker addressed an offender, Major Archer-Shee by name; but even this did not stop the steady interruptions. At last, after speaking for perhaps 20 minutes, Mr. Asquith's calmness forsook him. He told

of his written speech and cried out: "I am not going to de-grade myself or my office by attempting to say more in an assembly that will not hear me." A few sharp sentences announced the Government's decision to "use the King's Prerogative," if necessary, and the Minister sat down, cheered to the echo by his followers, who again rose to their feet to show their loyalty.

One of the most persistent ejaculations from the seats of the stalwarts had been "Redmond! Redmond!" and again, "We'll listen to him!" In the middle of Mr. Asquith's statement a young Unionist jumped up and cried, "Mr. Speaker, may I now first hear the Dictator?" Loud cheers and much ironical applause from the Opposition greeted the entry of Mr. Redmond, wearing a very triumphant looking red rose in his buttonhole; but he sat silent. One of the misfortunes of the day was that a House honestly anxious to hear him was not gratified.

Mr. Balfour, after expressing his regret that the passion of the moment had prevented the hearing of the Prime Minister's speech, proceeded with some, but not intolerable, interruption, and delivered the caustic and effective harangue which you will find elsewhere. We in the Gallery whispered to one another that probably Mr. Asquith found it quite as disagreeable as the rudeness of the interrupters. Then, as the air seemed still full of electricity, Sir Edward Grey rose, and in a brief speech moved the adjournment, making a considerable effect among the Ministerialists by declaring that neither he nor any Minister would offer arguments where the House had refused to hear those of the Prime Minister. It was a tribute of loyalty that may have been some consolation. The Speaker put the question of adjournment, and Mr. F. E. Smith rose to speak. Then at once the fury of the "Liberals of the Labour men, and of the Irish best forth, and the noise was worse than before. They would not listen to the man whom, rightly or wrongly, they regarded as one of the two leaders of the riot—the other, to judge by the constant cries of "Ceil," being Lord Hugh—and Mr. Smith stood for perhaps seven minutes without uttering a word. Then, and not too soon, the Speaker put an end to the scene. He rose, and, reading from a little book, quickly called the attention of the House to Order No. 21, which gives him power, without further debate, to adjourn the House, or suspend a debate, when there is persistent disorder. "I consider," he said, "that such a case has arisen, and I declare that the House is adjourned." He left the Chair; members rose to go; there was a little more shouting, including an isolated cry (from the Labour benches) of "Three cheers for the Social Revolution!" and in a few minutes members and strangers had passed out. The historical scene was over.

In the Lobby I had a word with several members of both camps. Sober Conservatives were sorry; Liberals were indignant; one said for all to hear, "My only comfort is that Hugh Cecil has disgraced Oxford University!" I humbly submitted that I, too, was sorry, but that it was only a Government as blind and self-willed as this could be in the least surprised. Mr. Asquith has made a revolution; and, in the opinion of ardent Unionists, he has done it in a way doubly unpardonable—by taking advantage of the confidence of an inexperienced King, and by making fools both of the Commons and the Lords. To be surprised that his opponents are angry, that they at such a crisis throw overboard the civilities of debate, to be blind to the facts of human nature and the fundamental facts of politics. There comes a point at which polite conventions are forgotten. The young Conservatives, devoted to the Crown and the Constitution, hate and detest this combination of trickery and tyranny, and they have taken the only means that lay to hand to allow the Government the nature and the depth of their feeling.

INTERESTING FEATS OF BOY MESSENGERS.

When one reflects that the gods of classical days only demanded speed of their Mercury, it would appear that messenger would have to invoke some of his supernatural powers were he suddenly called upon to do the bidding of ordinary twentieth-century mortals. The likelihood of this speculation appears all the more forcible when considered in conjunction with a review of what a District Messenger is called upon to do. The District Messenger Company was formed twenty-one years ago and Mr. Lord, the secretary, devoted a few moments of the anniversary to discussing with a representative of "The Globe" some of the achievements, hopes and ideals of his company and its youthful staff. The varied nature of the feats which the boys are called upon to perform is now common knowledge. The latest is the taking of an elephant from Oxford-circus to Brixton, but probably the best remembered feat of all will be that of the boy Jagers, who conveyed urgent messages from London to Chicago, New York, and Philadelphia by a certain date, and returning, stepped into the offices of the company as coolly as if he had been no farther than Clapham Junction. Among other tasks a messenger has been called upon to perform have been getting a nurse, delivering a dog at Constantinople, lending the blind, acting as guides to clowns, and assisting detectives. In all these duties the wearers of the familiar blue uniform has won well-deserved tributes.

One of the most surprising phases of the company's development is that modern inventions in connection with methods of communication do not appear to diminish the demand for the services of the messengers. "We have had a good many difficulties to contend with," said Mr. Lord. "One would have thought that the advent of telephones and taxicabs would, to some extent, do away with the need for messengers, but, as a matter of fact, there seem to be a greater demand for the services of the well-trained and intelligent boy than ever there was. Moreover, the variety of the services performed exceeds that of former years. Curiously enough the telephone users are among our best customers." Questioned as to the company's method of training the boys to meet the varied nature of the demands made on their ability and resourcefulness, Mr. Lord said: "We now take them direct from school—none under 14 years of age. They are closely questioned, we form our opinion as to their intelligence, and carefully scrutinise their characters. Then they are lectured as to certain duties they will have to do and are given general instructions. The next step is work at a district office, where fresh instruction is given and the lad is sent out on short calls that do not demand much experience. As he becomes better acquainted with the work he is entrusted with more important duties." Meanwhile the future of the boys is not overlooked, and there are classes for them under the London County Council. If a lad shows a desire to study some particular subject, facilities are given to him to do so. The extensive topographical knowledge of London obtained by the boys has led many of them to become taxicab drivers on leaving the company's service. The fruit of this discipline and training has just been revealed in a way that surprised even Mr. Lord himself, who has been with the company since its inception. The company propose to give an entertainment in connection with their coming of age, and made inquiries concerning old boys who had been in their service for two years. Mr. Lord knew that most of the boys leave the service of the company to take positions, but when the complete list was before him he found it covered a field such as he had not fully realized. Quite a number of "little romances of business life" might be read in the brief records of the careers of these messenger boys. For instance, the present superintendent of their Charing

Cross office is the first boy they took on. Others have obtained the following positions: Assistant to private secretary in a big firm of bankers, G.P.O. detective, post on the personal staff of a well-known member of the Royal Family, cocoa planter in the Fiji Islands, gymnastic instructor to a school board, several chauffeurs to titled people, petty officers in the Royal Navy, and gymnastic instructor in the Army.

REPORTED SECRET TREATY.

Alleged Agreement Between France and the Sultan.

The correspondent of the Exchange Telegraph Company at Tangier details the terms of an important secret treaty said to have been concluded between the French Government and the Sultan of Morocco. By the treaty the French Government guarantees the sovereignty of the Sultan by providing a military force of sufficient strength to place all the revolutionary tribes under the authority of the Sultan. His Sherouan Majesty will defray all the expenses necessary for the organisation of these troops, which will be powerful enough to ensure confidence, to police the royal tribes of Morocco, and to punish the rebels until they shall be finally subjected.

For this purpose the Sultan will undertake to organise native police forces with the assistance of the French military mission. The work, should circumstances permit, will be accomplished within a period of five years, and will not only guarantee complete Sherouan authority in Morocco, but will also serve to destroy all doubts as to the final intentions of the parties to the treaty.

This object, it is pointed out, will be secured largely upon the services, counsel, and zeal of the French military instructors engaged in carrying out the provisions of the understanding. On the completion of these operations the Sherouan Government will undertake to reorganise the system of local government affecting the different tribes, by engaging a counsellor from the French Government, who will be attached to the Ministry of the Sultan. The Counsellor will be nominated with the consent not only of the Sultan, but also that of his Ministers, but under the terms of the treaty he will not enter upon his duties until after the expiration of the term of five years.

In the meantime the French Government will place the Sherouan Government in a position to pay the troops engaged, by the granting of certain advances. The administration of these funds will be in the hands of a similar "Comite de la Dette," which is already in existence at open ports. This method of administration will be extended to the country as circumstances allow, it being always understood that the interests of the Maghzen shall be preserved.

It is also stipulated between the two contracting parties that the Sherouan Government will, as hitherto, have perfect freedom to exercise the right of concluding other international treaties if he so desired. However, the proviso is laid down that if the Government wish to enter into any new engagement, the proposals should, in the interests of the country, be submitted beforehand to the Government in Paris. The French Government professes its ready willingness to open a credit in favour of the Moroccan Government, at the State Bank, to the extent of 2,500,000 francs, in order that the country may be placed in a position to defray present necessary expenses. Of this sum 500,000 francs will be placed at the free disposal of the Maghzen, while two million francs will be reserved exclusively for organisation of troops for the pacification. The agreement also provides that the loan advanced by France will be paid according to requirements by instalments, which, however, can only be made subject to the approval of the chief of the French Military Mission. Special stipulations will be made between the two Governments for the repayment of the loan, including interest. The agreement, the telegram adds, was formulated in Paris, in the early part of the present year, and was ratified by the Sultan on April 10 last.

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There is nothing particularly wonderful about the attempt of M. Jager-Schmidt, a Paris journalist, to have Jules Verne's period of 80 days for a trip round the world. M. Jager-Schmidt is not even taking the Jules Verne route, but secures an immense advantage in time-saving by the aid of the railway across Siberia.

With regard to the statement that this Parisian traveller hopes to beat M. Gaston Sieglar's "record" of 63 days—Mr. Cecil Gray, managing editor of "The Great Britain in the Coronation Year," claims a better record. "In 1900," Mr. Gray told a "Daily News" representative, "I journeyed from London to London via Japan and America in 55 days, just beating the then record of 57 days held by Mr. George Griffith, who accomplished that feat on behalf of a London weekly paper. At that time, you will remember, there was no Siberian railway."

M. Jager-Schmidt's trip is really only round the North Pole. It cannot be called seriously "round the world." Anybody could do it in 36 or 37 days. If you start from Victoria at 8 o'clock to-night, say, you can be in Yokohama at 6 o'clock on the morning of Sunday fortnight; and you're halfway round then. But you have never really touched the tropics.

On my trip I got the ordinary connections of train and steamer, but, no doubt, I saved a little over Mr. Griffith's time by knowing my way about in certain places better than he. Nowadays, of course, you could improve on that record.

The journey across the Atlantic then took eight days; now it can be done in five days. You can get from Vancouver to New York, too, in 4-2 days instead of six.

Here is Mr. Gray's time-table for 1900:

Jan. 22—Left Victoria Station 8 p.m.
Jan. 24—Left Brindisi.
Jan. 27—Left Port Said.
Jan. 28—Left Suez.
Feb. 1—Left Aden.
Feb. 7—Left Colombo.
Feb. 11—Left Penang.
Feb. 12—Left Singapore.
Feb. 16—Left Hongkong.
Mar. 4—Left Vancouver.
Mar. 10—Left New York.
Mar. 18—Southampton.

Mr. Gray was quite clear about his dates, but some doubt was thrown at Messrs. Cook's upon the seventeen days allotted to the journey between Hongkong and Vancouver—which, according to the travel experts, could scarcely have been done in less than 22 days. "With ordinary luck," it was said, "the Frenchman should be able to complete his tour in 30 days. Anybody could do it with the assistance of our time-tables."

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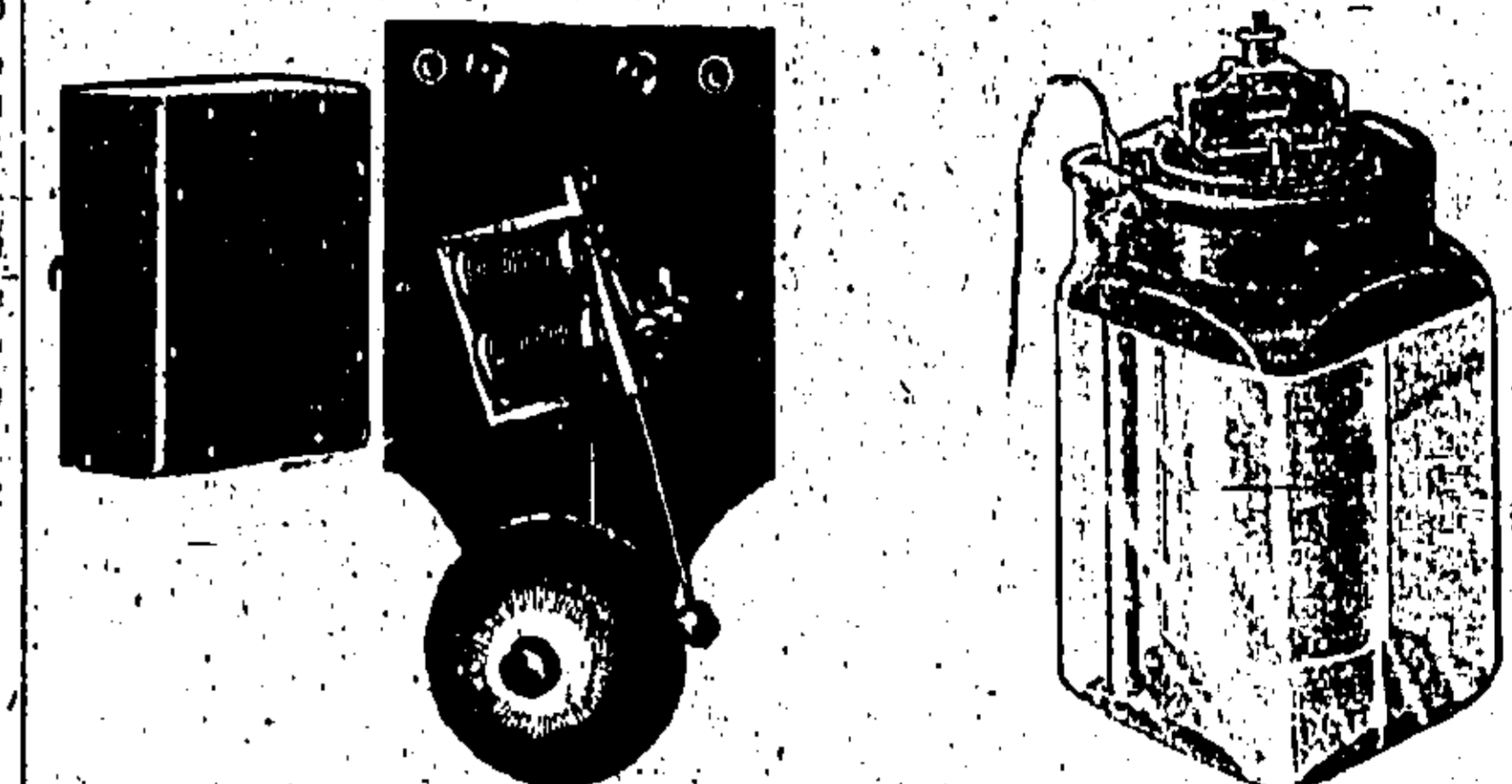
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A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

Hongkong, 19th August, 1911.

[28]

DEATH.

On August 18th, 1911, at the Peak Hospital, Edward Jones HONGKONG, aged 55 years. Deeply regretted.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, AUGUST 19th, 1911.

A WORD TO THE WISE.

Probably one the most startling articles that have appeared in the pages of Far Eastern periodicals is that in last week's "National Review." It appears over no name, no source is given, but the Editor of that magazine assures his readers that the source whence it was obtained is unimpeachable, and taking that as an assurance of the truth, the state of things described is truly peculiar and shows what serious attempts are being made by Japan to create world wide institutions of great use to herself by reason of the information she may thereby gather, and in an article entitled "The Eastern Asia Co-operative Association" the first description of such an institution is made known. In what we might term the preamble the writer states: "A survey of the situation in Asia discloses the fact that our Empire alone, after the successful war against China and Russia, has gained a firm footing in the world and is ranked as a first-class power. No European power dares to interfere with Japan. But in the case of the Chinese Empire the situation is totally different. Our sleeping neighbour still lies dreaming and dormant; both the high and low of that country are corrupt, and we fail to find any means to help her out of her difficulties. Although during the august and illustrious reign of His Imperial Majesty of Japan we have annexed Formosa and Korea, we should not conclude that our national prosperity has arrived at its zenith and be content with our present position. On the contrary, we should aim at bringing the whole Asiatic continent under our influence. In matters relating to warfare, diplomacy, commerce and colonization, we should hold the paramount position and stand second to none." and the means to do that, says the writer, is to develop a system whereby agents are sent into the various parts of Eastern Asia, who will collect and collate information of use to business men and warriors alike. In other words Japan is instituting a gigantic foreign secret service, for the avowed purpose of capturing the markets of China, in which the European is at present paramount. The bombastic assertion that no one dares interfere with Japan concerns us not a whit. Every nation believes that it is superior to the others—even England does, and this is but another sign of the justifiable pride that the Japanese have in their Empire. The articles of the association are presented in part, sections having been undeniably, apparently, but those available show that business is not the primary aim of the originators of the scheme. Nominally the Association exists for the purpose of studying the traditions and customs of other countries for trade development; actually, it is stated that the principal aim of the Association is that of an important adjunct to the General Staff for collecting information on matters military and political. The military duties are to come first but it is conceivable that the business side of the proposition will occupy a prominent position. We do not write this with the object of adversely criticizing the action of Japan. She is only doing what every sensible nation does, and our sole aim is to warn European merchants that a high form of organization is being perfected to be a weapon of commerce as well as war. In a previous article we laid great stress on the methods of the Japanese in Manchuria, methods which show the best business finesse, methods which, under the existing circumstances, no European can hope to contest successfully in the long run. Then we pointed out that the government and merchant institutions were actually subsidizing Japanese so that no loss should be incurred when selling goods below cost price. There can be no doubt that Japan is perfecting her diplomatic services to an extent that has been undreamt of, and it behoves everyone to take warning. The excellence of this instrument is all the more enhanced by the unswerving loyalty, the passionate patriotism of the people and Japan is forging a weapon that will be of wonderful use to the Empire. At present Japan has a great deal on her hands. Home matters are engrossing her attention, but they will be settled in time and leave the country free to advance in the markets of the East. Already she holds a good position and the present development shows that the progress she is making is the result of carefully promulgated steps. The extent and scope of the organization includes China, Indo-China, Siam, Burma and India so that the scheme is as comprehensive as can well be the case. As regards the secret intelligence side of the matter, we leave our readers to judge of the value of a system which will gather information from the countries mentioned. We leave it to the authorities to determine how far Japan shall go, and conclude with the last paragraph of the article.

On the receipt of this document, Ministers and Consuls abroad must report the details of their investigations of local conditions to the General Staff before the 14th of May. In the case of the Philippines special officers will be detailed for that purpose.

DAY BY DAY.

The world knows nothing of its greatest men.

There will be a sale of Crown land by public auction on the 28th inst.

No cases of plague were reported during the 48 hours ending noon to-day.

The French Mail which left Hongkong on July 18th was delivered in London yesterday.

A meeting of the General Committee of the Coronation Celebrations will be held at the committee rooms, Supreme Court, on Tuesday next.

The engagements of the Bishop of Victoria for Sunday next (the 10th after Trinity) are: 8 a.m. Celebrate the Holy Communion at the Peak Church.

11 a.m. Preach and celebrate at All-Saints Church, Yau-ma-tei (Chinso).

6.30 p.m. Preach at the Peak Church.

The Chinese Engineering and Mining Company, Limited.

We are informed that the total output of the above named Company's three mines for the week ending 5th August, 1911, amounted to 31,212.44 tons and the sales during the period to 13,580.23 tons.

Gamblers Fined.

Ten men were charged at the Magistracy this morning with playing "Ngau Pai" in a house in Ah Wing Street, Wanchai. A fine of \$3 each was imposed on the delinquents.

Administrative Staff.

Lieut. N. J. Williams, A.S.C., having returned to duty on 15th inst., the unexpired portion of his leave, viz., 15th August, 1911, to 25th August, 1911, is cancelled.

Typhoon Warning.

We have received from the American Consulate General, Hongkong, the following typhoon warning: The telegram quoted below was received from the Manila Observatory at 12 noon: Manila, August 19, 11.41 a.m. Cyclone or typhoon N.E. of Luzon, moving W.N.W.

The Tartar General.

News has reached Canton from the North that H.E. Shing Fun, the newly-appointed Tartar-General of Canton, is reluctant to take up his post in Canton. He has tendered his resignation, which has been accepted. He is now waiting for another post in the capital. It is reported that his successor will be H.E. Fong Shan.

American Magazines.

The American Government will hereafter ship magazines by freight, instead of by regular fast-mail service. This change, which was suggested by the magazines themselves, will result in enormous savings to the Post-Office Department. To meet the additional time consumed in transit magazines must be printed earlier than heretofore.

Canton Money Market.

As a result of the attempted assassination of Admiral Li Chun, rumours of unrest are being circulated in the City. The Canton money market is greatly affected, as the customers are drawing their deposits from the China banks and transferring all their money to the Hongkong Banks. The trade in the interior is practically at a standstill owing to the financial strain.

Woman Committed for Trial.

A forty-year-old woman was committed for trial this morning on a charge of alleged kidnapping. It will be remembered that the victim who was stolen by the woman, a child, or recognising his grandfather, who did not see him, greeted him with the words "Hallo, drunken grandfather!" which led to the woman's arrest.

Hospitality Abused.

On the night of the 17th July a Chinaman went to house No. 487 in Queen's Road West, and was accorded a warm reception and asked to pass the night in the house. He did so and left early next morning. But with his departure, \$200, belonging to his hosts, mysteriously disappeared. Truly, a strange way of expressing one's thanks.

SPECIAL TELEGRAMS.

THE STRIKE.

LIVERPOOL NEARING FAMINE.

(The "Telegraph" Correspondent.)

London, August 18, 6.40 p.m.

The managers decline to any further concessions demanded by the men's unions.

London railway stations are garrisoned by the military. The Grenadier Guards are guarding the post office.

Liverpool is completely isolated and is nearing a famine. The light has been cut off and blue-jackets have been landed.

Chaos reigns in Manchester, Birmingham and Hull. Thousands of seaside holiday makers are stranded.

The battleship "Warrior" has arrived at the Isle of Man with foodstuffs.

OBITUARY.

(The "Telegraph" Correspondent.)

London, August 18, 6.40 p.m.

Lord James of Hereford.

JAPANESE MILITARY CHANGES.

(Independent News Agency.)

Tokyo, August 19.

General Okubo, Commanding

the troops in Chosen, has been placed on the reserve list, and General Ueda has been personally appointed by His Majesty the Emperor to succeed him.

The installation ceremony took place yesterday.

HEAVY RAINS IN HOKKAIDO.

TRAIN SERVICE SUSPENDED.

(Independent News Agency.)

Tokyo, August 19.

Owing to the heavy rains which have occurred in Hokkaido the train service had to be suspended.

The Royal cars in which the Crown Prince was travelling were also held up.

Government Appointments.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Hugh Adair Nesbet to be Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee, and a Justice of the Peace, with effect from the 15th instant.

Prohibition of Non-Indian Opium.

It is notified in the "Government Gazette" that in accordance with instructions received through the Inspector General, notice is hereby given that the importation of Persian and Turkish and any other non-Indian foreign Opium into China has been prohibited by the Chinese Government, and prohibition to take effect on and after the 1st of January, 1912.

A. H. HARRIS, Commissioner of Customs.

COMPANY MEETING.

The Hongkong and Shanghai Banking Corporation.

The ninety-second ordinary half-yearly general meeting of the shareholders of the Hongkong and Shanghai Banking Corporation was held this noon in the City Hall, when the ninety-second Report of the Court of Directors was submitted. Mr. G. Medhurst (Chairman), presided, and there were present: Messrs. E. Shellen, F. H. Armstrong, G. Ball, J. A. Forbes, E. Friesland, O. S. Gubbay, C. H. Lenzmann, F. Lieb, Hon. Mr. C. H. Ross, H. Pinckney, D. Haskell, E. D. Haskell, A. V. Alear, J. M. E. Mueland, L. Gordon Mackie, Chan Kai Ming, F. A. Gomes, E. Ray, J. W. Taylor, A. Rodger, W. Dunbar, Wong Leung Hin, Ho Kam Tong, H. J. Buckland, A. Bryer, Dr. J. W. Noble, J. Arnold, E. M. Raymond, Ho Fook, Yung Hin Pong, Chan King Yu, Chun Tong, Lo Cheung Shiu, H. L. Denys, H. Humphreys, A. E. Griffin, W. H. Potts, T. Pierce and Tse Yam Chi. The chief manager having read the notice convening the meeting, the chairman said:—Gentlemen, the report and accounts have been in your hands for some time and I shall take them as read.

Your directors are pleased to bring before you a favourable report and feel assured that shareholders will agree with them in considering the result of the half year's working very satisfactory. Including \$2,039,151.91, brought forward from last half year, there is available in the General Profit and Loss a/c the sum of \$5,232,844.16, and I hope you will approve of the following distribution which we recommend:—A dividend of \$2 per share; \$5 lacs added to the Silver Reserve Fund and the balance of \$2,038,774.39, to be carried forward. The dividends you have so long been accustomed to receive represent a very handsome return on our capital, and there is no doubt that the success of this bank has been largely due to the wise policy adopted in the past, and steadily followed, of building up substantial reserves. You are now benefitting from that policy in no small degree and I am sure it will continue to receive your support.

There is very little in the Statement of Accounts calling for special comment; the variations of the figures, under the different headings are such as must naturally take place from time to time in the amalgamation of the balance sheets of our numerous branches and agencies in different parts of the world. However, as customary, I will make a few comparisons between this, and the two previous statements.

Our note circulation on 30th June stood at \$17,700,000, an unusually high figure for this time of the year; this expansion would seem to point to a better demand for money, due to improved business conditions, but unfortunately the state of trade generally in South China does not warrant such a deduction; the most reasonable explanation appears to be, that owing to the recent unrest in the Kwangtung Province and consequent curtailment of credit, notes are being held instead of circulating freely or returning to us through the ordinary channels of trade.

Silver current accounts at \$109,494,599.38, are \$10-12 millions lower than the high water mark reached on 30th June 1910, but about \$4 millions above the December total. Fixed deposits in Silver have increased about \$2 3-4 millions during the half year and \$1-1 1-2 millions higher than a year ago.

Gold current accounts stand at \$4,157,000, against \$4,723,000 in the corresponding period last year and \$4,008,000 on 31st December last. Gold fixed deposits show a small decrease of \$290,000 from the figures of the two previous half years. Bills payable are some \$35 lacs higher than in December, but \$32 lacs below the figures of the previous June. Turning to the other side of the account, cash, including coin deposited with the government against authorised and or excess note issue, together with bullion in hand and in transit, stand at \$74 millions against \$69 and \$73 millions respectively

in the two preceding half years. Our holdings of rupee paper show no material change during the six months, nor is there any alteration to speak of in the figures under the heading of Consols and other Securities.

Bills, discounted loans and credits are almost exactly the same as in December, though a good deal below the figure of a year ago, while bills receivable are some \$80 lacs higher than in December and \$43 lacs over the previous June total.

One more item in the accounts I must refer to and that is our sterling reserve fund investments. Our holding of consols, amounting to \$1,200,000, was written down on the 31st December to what we considered the safe level of 70. On 30th June, although the quotation was only slightly above our book valuation, we did not think it necessary to provide for further depreciation, as the decline appeared to be of a temporary nature, due largely to forced sales of the stock. However, since that date a further decline in the price has been experienced and, if there is a continuance of the present low level, the stock will be written down at the end of the current half year in pursuance of our policy of keeping these investments well within the market price.

There are two matters to which I wish to make a brief reference. The first is the conclusion of the long drawn out negotiations for the Hukuang railway loan which, as you all know, was effected in May last, and the loan, \$8,000,000, recently floated in equal portions in America, England, France and Germany not with unqualified success. The importance of this railway, which will connect the two great centres of Canton and Hankow, has so often been commented on, and is so apparent that it is needless for me to traverse old ground by again pointing out its advantages. Sufficient to say that the line will prove of great value, not only to the provinces through which it passes, but to the whole of China and also to this colony. I hope the work will be pushed through with all possible speed. The other matter is currency reform in China. This difficult and complex question which has long been mooted, is now receiving the serious attention of the Chinese Government and, I trust, we may shortly see some definite move for the establishment of a national and uniform currency throughout the country. It is certain that the Chinese Government can count on the hearty co-operation of all interested in China affairs in helping to bring about this desired result.

I shall not detain you longer; according to our custom I leave the review of trade and general business over until the end of the year. But I would like to mention, however, that locally we have experienced exceptionally dull times of late, and I regret to say that the hopeful outlook referred to at our last meeting has not been realised, so far as Hongkong is concerned. I hope on the occasion of our next meeting, the report from the chair will record a recovery from the depressed state of trade ruling here at present.

Before moving the adoption of the report and accounts as presented, I shall be pleased to answer any questions you may put to the Chair.

There being no questions, the chairman proposed the adoption of the report and statement of accounts as presented.

Dr. J. W. Noble seconded and said:—

In seconding, Dr. Noble said:—I rise with pleasure to second the adoption of the report and accounts of the Hongkong Bank. The facts and figures contained therein are indicative of good management and the safe conduct of the affairs of this bank. Of banking, and even of ordinary banking, figures, most of us know but little; but of reserves we all know something, and the chairman has just told us, and truly, that "there is no doubt that the success of the bank has been largely due to the wise policy adopted in the past, and steadily followed, of building up substantial reserves." These words might be applied with profit to most of our companies, for what is true as to banks, is equally true with respect to all companies and corporations.

This bank is a shining example of the inauguration of a wise policy rigidly adhered to and I hope it will be continued so that in the days of adversity we may yet live and have our being. In providing the wherewithal to pay handsome dividends and in addition, build up reserves, our managers assisted as they have been by able boards of directors, have never failed us. How it is done, is to me to-day, as it has been to many in the past, a mystery; they have been doing it for a long time, in good times and in bad, they are doing it to-day, and long may they continue to do it. I am sure our thanks are due to the board of directors and the whole staff of the bank who have always so ably safeguarded our interests. I have much pleasure in seconding the adoption of the report and accounts.

The motion was carried unanimously. Mr. Henry Humphreys proposed that the election of Mr. C. S. Gubbay, Mr. E. Shellen and the Hon. Mr. C. H. Ross as directors be confirmed. Mr. A. Bryer seconded and the motion was unanimously agreed to. The Chairman:—That is all the business, gentlemen. I thank you for your attendance. The dividend warrants will be ready on Monday.

CRIMINAL SESSIONS.

The Criminal Sessions were resumed at the Supreme Court this morning, Mr. Justice Gompertz, the Puisne Judge, presiding.

Charge of Manslaughter.—Luk Chin, a Chinaman, was charged with manslaughter on the 16th July last. Hon. Mr. C. G. Alabaster, Attorney-General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted. Prisoner was unaided and entered a plea of not guilty.

The following jury was empanelled:—Messrs. A. Woil (foreman), J. Lauritsen, T. F. Hansen, F. K. Tait, G. S. Rose, H. F. Banjo and J. J. Robson. The Attorney-General stated that the prisoner was charged with manslaughter. Sometimes such an offence was a very serious crime. Sometimes it was not. That charge was merely one of unlawful slaying. Prisoner and deceased were old musicians; Prisoner had engaged the deceased as his substitute and apparently the latter was not offered his full wages to which he was entitled. A quarrel arose for a few cents and there was a fight. Evidently the prisoner had struck deceased with his fist and drew his feet. Prisoner kicked the deceased. The fight took place at 8 o'clock in the evening. Deceased went home at 3 o'clock in the morning and an hour later it was noticed he was dying. His lying deposition was taken in the presence of the prisoner. Although there were no external injuries, there was rupture of the kidney owing to internal injuries. If the jury were satisfied that the injuries were inflicted by the prisoner, then they must return a verdict of guilty.

The jury returned a verdict of not guilty after retiring and prisoner was accordingly discharged.

THE FORTHCOMING UNIVERSITY FETE.

We understand that in connection with the fete that will be held next year at the Hongkong University, a meeting of the working committee was held last Wednesday afternoon when H.E. the Governor occupied the chair. The object of the fete is to raise funds for the early opening of the University, and we understand that the fete will be a grand affair. Among the picturesque arrangements that are being made is one where are informed that will provide for the illumination of the main Government House to the University by means of Chinese lanterns, while a series of rickshaws and chairs will be arranged for at a small cost to the visitors. Among the exhibits that will be on view are to be a large number of articles and curios from Europe and China.

A party of six gentlemen from Manila are proceeding to the exhibition at Turin—two travel by the Mialima Maru and four by Siberia.

VICTORIA GAOL BY A CONVICT.

It is a far cry from the times when Howard the philanthropist and friend of the unfortunate, disturbed the careless equanimity of the more favourably circumstanced by his disclosures of the ill-treatment to which submerged humanity was subjected in the prisons and penitentiaries of Europe. But the period of time that has intervened between that day and this is, perhaps, less than the measure of difference wrought by his revelations in the treatment of prisoners in civilised countries. That the last word has not yet been written nor the last change made for the better in respect of prison discipline and management is proved by the fact that the subject is at present receiving the serious attention of our Home Secretary. Mr. Winston Churchill's recent utterances on the subject show that not only is there still room for improvement, but that fundamental changes are soon to be required in our principles of penal legislation and in our methods of prison administration, in order to make them square with the advancement of scientific thought and humanitarian progress. Yet strange to say, quite recently, the highest legal authority here betrayed himself by expressing the opinion that the law was rightly held to be venial. This may, perhaps, be characteristic of Colonial existence. We live so far from the vital centre of modern thought that the vivifying influence of new discoveries and scientific advancement, in all that appertains to the higher interests of humanity, pulsates but feebly in the mind even of our Colonial Administrators and legal luminaries. It would certainly make for the wider welfare of us all if those in authority were allowed to keep more in touch with the trend of things by frequent visits home, so as to save them from the too common danger of fossilization. In the light of the opinion above alluded to it is not to be wondered at that the local regulations affecting the treatment of persons who have fallen under the arm of the law, leave much to be desired in point of clemency as regards their application; and still more on the score of that sympathetic interest in the welfare of the prisoner himself. The time surely has gone by when our penal enactments were framed on the principle of vengeance. Thoughtful men have long recognised that punishment should be remedial, not vindictive. Law, which makes for the general good, should, like the Highest Good, have no pleasure in the death of the wicked, but rather that the wicked man turn from his wickedness and learn to do that which is lawful and right. With all due deference, therefore, to the expert wisdom of our worthy judges, the public cannot endorse the sentiment that the law is rightly vindictive in any circumstances whatever. Such an opinion is as manifestly behind the times as it is untrue to the dictates of an enlightened conscience and the nobler instincts of human nature.

But even where the law is found to be just and good and the rules and regulations laid down for prison administration are based upon the principle of mercy and a due regard for the reformation of the prisoner, it not infrequently happens that its merciful purpose is largely frustrated by an unintelligent or unsympathetic application. This is a commonplace of Government that legislation is beneficent or otherwise not only according to the spirit in which it is conceived and enacted, but still more so in accordance with the manner in which its provisions are carried into effect by an honest, sympathetic and enlightened executive. The most benevolent measures are of no avail if the executive officers of government are venial or oppressive towards the people they govern. While, on the other hand, it is equally true that a sympathetic executive can do much to mitigate the miseries of unjust measures and to soften the harshness of ungentle enactments.

These are some of the thoughts that suggested themselves to the writer, as he lately listened to the recital of the painful experiences of a fellow-mortal who, unfortunately, has had to pass through the ordeal of prison discipline in the Victoria Gaol in Hongkong. It is in no vindictive spirit or with any desire to make it unpleasant for anyone connected with the institution that these communications are made to the press. But simply in the hope that the narration of an unvarnished tale may serve to bring the facts, as they exist, to the notice of those in superior authority, in order that they may lighten the burden of punishment now borne by European prisoners and lessen the needless asperities to which they are subjected by the inconsistency or unenlightenment of the Prison Superintendent and his staff. It is an old saying that one-half the world know not how the other half live. In recent years this proportion has been greatly reduced, what with the telegraph and steamships. But few of us can have any adequate conception of the life lived by that submerged fraction of humanity who disappear for a season into the darkness and silence of our jails and penitentiaries. The great majority of these unfortunates prefer to leave untold and unwritten their experiences, they would fain forget their unpleasant past. But now and again one and another has courage enough to tell his tale of woe and add to the store of our knowledge by a revelation of the hidden secrets of our penal institutions.

(To be continued next Saturday.)

SIR ROBERT HART.

The Imperial Maritime Customs.

A representative of the "Hongkong Telegraph" had the privilege of an interview with one who is familiar with the I.M.C. of China.

Asked what he thought of Robert Hart's retirement, often alluded to by the Press, the last of which came to the "Times" from Dr. Morrison, he said that he had read it, and wondered if it really were true or not with that typical Oriental trait which is so strangely cultivated in the East. Sir Robert Hart had merely signified his intention of retiring after three years with the object of being invited, in strong terms, to return to the scene of his former labours. Still some of the lighter officials in the Customs service share the opinion that the veteran organiser has ceased for ever having any active part in China, although the latest reports to hand are that his health is better than it has been for many years.

Mr. Aglen has succeeded, said our informant, to maintain a very good standard. "He has kept things going very well, but there can be no question that the Chinese are ruling the roost, are taking over the postal work, and ultimately will grip the whole administration, and thus not only promote directly their own policy but also see that foreigners are superseded by Chinese in the various offices. That seems to be the policy to-day, and the note of retrenchment which has been so distinctly struck is likely to be perpetuated. To-day Chinese are gradually taking the places formerly assigned to foreigners. It is the new spirit which animates Chinese officialdom."

Officials to Ride on Horsebacks.

H. E. Shum Chun Hsun, ex-Viceroy of Canton, has sent a complimentary telegram to Admiral Li. In the telegram the ex-Viceroy states that he entertains fears for the safety of the fleet owing to the during nonchalance of the anarchists. The ex-Viceroy advises Admiral Li Chun and his colleagues to ride on horsebacks in future instead of in chairs when going out on business. It is reported that Admiral Li has sent a reply to the ex-Viceroy thanking him for his telegram and informing him that his condition has greatly improved.

OUR LONDON LETTER.

[From an Occasional Correspondent.]

London, July 22.

Annus Mirabilis.

Here in Britain the year 1911 is proving a year of wonders. The pageant of the Coronation and the investiture of the Prince of Wales have formed the centre for a series of remarkable events. A summer of quite exceptional warmth and dryness has given to one function after another an added charm, and we are likely to recall 1911 for many years to come, since the weather has been mentioned. I may remark that the summer is rapidly breaking records. To-day is the twenty-third day without rain, and if no rain falls during the next three days a new record will have been established; so far as the past fifty years are concerned. Yesterday and to-day have proved the hottest July days for thirty years past. Still we are a long way short of the record of 1710 when the Thames fell so low that thousands of persons passed across on foot under the arches of London Bridge. We do not want the Thames to become fordable this year. We have had enough of heat. Our streets, our houses, our clothes are quite impossible with the sun at 90 in the shade. So we sigh for some of the coolness of last summer. Next year we may recall the present heat-spell with regret. Londoners are a strange people.

The Great Air Race. What I set out to observe, however, is that the most wonderful event of this year of wonders is the great flying race over a 1,010 miles circuit, which starts to-day from Brooklands aerodrome. There is a prize of £10,000 for this race round Britain. I have to post this letter just before the race starts, but I am able to say that twenty-five of the thirty entrants are prepared to start. The chief value of the race is that it will remove from the minds of British people the idea that the aeroplane is only a dangerous toy. To those interested in its development it has long since discovered its immense possibilities. Eighteen months ago a Bleriot crossed the Channel, and the feat touched men's imagination. It is no more a feat to-day than is a fifty-mile run in a motor car. The air is rapidly being conquered, and the fact must be recognised whether we regret it or are proud of it. Here in Britain we have taken a poor share in the early stages of the battle with the winds. It is anticipated that the race which starts to-day will give an immense impetus to British effort.

Veto Crisis Over

The end of the political crisis is announced this morning in a letter from Mr. Asquith to Mr. Balfour, which is conspicuously direct and conclusive. It runs as follows:—"I think it is courteous and right before any public decisions are announced to let you know how we regard the political situation. When the Parliament Bill in the form which it has now assumed returns to the House of Commons we shall be compelled to ask the House to disagree with the Lords' Amendments. In the circumstances, should the necessity arise, the Government will advise the King to exercise his prerogative to secure the passing into law of the Bill in substantially the same form in which it left the House of Commons, and his Majesty has been pleased to signify that he will consider it his duty to accept and act on that advice." The general feeling amongst members of the public is one of relief. The simple truth is that for months past the public has lost interest in the struggle which was too protracted for one thing and was a little theatrical for another. Only two days ago I was chatting with a Scots M.P. and he confessed himself tired of it all. "I could sleep for three days on end," he told me. If M. P. grow weary of a Constitutional struggle how shall the public maintain an interest in it? The Londoner this morning was relieved to learn that he had come near to hearing the last of the whole business.

Chaos in Cardiff.

I have a letter from a friend in Cardiff this morning in which he describes the situation there. Briefly the dockers and seamen are on strike and Chinamen were taken from London to fill part of the gap created. Two nights ago the crowd ran riot, smashed the windows of every Chinese laundry, and generally did all the damage it could. The result was riot and hooliganism on a huge scale," writes my friend. "Feeling against the Chinese is very strong, and the streets to-day are strewn with stones, glass, starch and pieces of linen. One laundry was fired, and though the flames were quickly extinguished, the place was wrecked, the till robbed and the clothes of customers looted. About the unhappiest people in Britain at present are the Chinese in Cardiff."

The Judge's Will.

London is chuckling to-day over a joke which I cannot let slip. The late Judge Bacon left £118,000 and a will, and it appears that he did not know sufficient about or was too careless of law to draw up his will correctly. The will was made out on a sheet of blue court foolscap, and its alterations and interlineations had not been signed or witnessed. Probate had therefore to be granted on the Registrar's fiat copy. The joke is that of recent years eminent lawyers have been almost numerously guilty of faulty or improper wills, and people are smiling broadly. It is a pity that Judge Bacon missed the peculiar situation; he was the sort of judge who would have enjoyed it immensely. It seems to me that the incident is worth setting down here if only to show you shrewd and alert Colonials just how foolish some of our most cultured men can be.

Londoner.

DEATH OF WELL-KNOWN HONGKONG RESIDENT.

Mr. Jones-Hughes.

We regret to announce the death of Mr. Edward Jones-Hughes, partner in the firm of Messrs. Hughes and Hough, the well-known brokers of shares, coal and general produce and auctioneers to the Government.

Some few days ago the deceased gentleman was removed from his residence to the Pank Hospital, suffering from typhoid fever, accompanied by various complications which made his case serious. This had been accompanied by some trouble to the heart, which had been causing anxiety for the previous week.

Yesterday afternoon we were able to announce to his many friends that he was resting more comfortably, a statement that caused a satisfaction among his friends, who were anxiously watching the progress of the illness.

Yesterday morning, however, after we had received information as to his comfort, it appears that pneumonia set in and death came at four o'clock this morning.

The deceased, who was 55 years of age, leaves a wife and a family of seven children, who are at present in England.

Mr. Hughes, who was a Welshman, had been in the colony for something near thirty years and had formed an extensive circle of friends, with whom he was very popular. He was a member of the Hongkong Club for many years.

As a mark of respect the offices of the Stock Brokers' Association were closed to-day.

EXTRADITION OF CHINESE.

For Crime Committed in China.

Two men were charged before Mr. Hazeland this morning with armed robbery and kidnapping in China. On the 18th July, the two men, along with three others, came down to Hongkong by the s.s. Charles Hardouin. On stepping ashore, they were met by two Chinese detectives, who questioned them regarding three children which they had in their possession. The men did not wish to reply, but bolted. The detectives hung on to the two prisoners and removed them to the Police Station, along with the children, aged 12, 10 and 8, respectively. The children were able to give information to the effect that all the men were robbers who committed a robbery in their parents' boat a few nights before, killing their mother and stealing five children. Two of the children were sold in Canton, while the remaining three were brought over to Hongkong to be disposed of here. The Chinese

Government in due course applied for the men's extradition and this morning the case was concluded before Mr. Hazeland, the men being committed to gaol pending an order of the Governor for the men's extradition.

Mr. H. L. Donny, Jr., from the Crown Solicitor's office, prosecuted and Detective-Sergeant John Grant watched the proceedings on behalf of the Police.

CHURCH SERVICE.

St. John's Cathedral, Hongkong.—20th August, 10th Sunday after Trinity. Holy Communion 8.15 a.m.; Matins 11 a.m.; Responses, Ferial; Venite, Ayrton; Psalms, Hayes and Ouseley; Te Deum, Hopkins in G.; Jubilate, Jones (12th morning); Anthem, "O Lord my God," Wesley; Hymns, 207 and 555. N.B.—Psalms 102, verses 12, 15, 25 and 28 in unison. Psalm 103; verses 1, 8, 19 and 22 in unison. Hymn 555, verse 1 in unison. Holy Communion 12.15 p.m. Evening-song 5.45 p.m. Responses, Ferial; Psalms, of the 20th evening (II); Magnificat, Barnby; Nunc Dimittis, Macfarren (11th morning); Hymns, 302, 540 and 23; Preacher, Rev. C. E. Thompson, B.A. N.B.—Psalms 104, verses 1, 2, 7, 20, 21, 24, 31, 32 and 35 in unison. Hymn 23, verses 1 and 6 in unison.

St. Andrew's Church, Nathan Road, Kowloon. 10th Sunday after Trinity, 20th August, 1911. Morning Service at 11 a.m. Holy Communion at noon. Evening Service at 6 p.m. Services on Sundays.—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m. Holy Communion on 1st, 3rd and 5th Sundays at noon. Morning prayer at 11 a.m. Evening Prayer at 6 p.m.

Park Church.—Holy Communion at 8 a.m., and evening prayer at 6.30 p.m. every Sunday. Union Church, Kennedy Road. Minister—Rev. O. H. Hickling. 11 a.m. Worship, Hymns, 403, 222, 226; Psalm 122 (St. Paul); Anthem, "Oh, for a closer walk with God." 6 p.m. Worship, Hymns, 158, 510, 52 and 371.

Garrison Divine Service.—Church of England: The Cathedral, 9.15 a.m.; Detention Barracks, 12 noon; Stonecutters' Barracks, under orders; Military Hospital, Bowen Road, 6 p.m.; Lyemun Barracks, under orders; Kowloon, St. Andrew's Church, 11 a.m.; Mount Austin Barracks, 10.45 a.m.; Sanitarium Barracks, under orders; Baptist, Congregationalist, Presbyterian, Union Church, 11 a.m.; Wesleyan; Wesleyan Church, 10.5 a.m.; Mount Austin, 9.5 a.m.; Roman Catholic: St. Joseph's Church, 10 a.m.; Kowloon, Rosary Church, 9 a.m.

Christian Science Services.—Zetland Street, off Queen's Road Central. Sundays at 11.15 a.m. and Wednesdays at 5.30 p.m.

DON'T FORGET.

Saturday, August 19th. New Hippodrome Circus. Filling's Circus, Victoria Skating Rink, 9.15 p.m.

Monday, August 21.

Half-yearly meeting of the Hongkong and Whampoa Dock Company, Queen's Buildings, noon.

To-day's Advertisements

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of August, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Goodall Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Quantity	Boundary Measurements	Area	Remarks
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Hongkong, 19th Aug. 1911. (1322)

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it.

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1911, at the Rate of TWO POUNDS STERLING per Share of \$125 is Payable on and after MONDAY, the 21st August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STALL,
Chief Manager.

Hongkong, 18th Aug. 1911. (1324)

ST. JOSEPH'S COLLEGE.

THE scholastic year will commence on MONDAY, 21st inst., at 8.30 a.m.

For particulars as to Board and Tuition apply to
THE DIRECTOR,
Hongkong, 19th Aug. 1911. (1325)

POPULAR "ASAHI" BEER.



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [48]

THE SHOW OF SUCCESS FRANK FILLIS.

LOCATED VICTORIA SKATING RINK, Opposite Central Market, THE RAGE.

THE FASHION.

Unanimously admitted by PRESS AND PUBLIC.

TO BE THE BEST, BRIGHTEST EUROPEAN CIRCUS EVER SEEN IN HONGKONG.

INSTANTANEOUS SUCCESS! INSTANTANEOUS SUCCESS! GRAND MATINEE TO-DAY.

Doors Open at 8 p.m. Performance at 4 p.m.

Children half price to all parts.

TO-MORROW (SUNDAY), AUGUST 20th, 1911, ANOTHER GRAND MATINEE!

Will take place at 4 p.m.

Also a GRAND EVENING PERFORMANCE, FRANK F. FILLIS.

FAMOUS IMITATION OF DICK TURPIN'S RIDE TO YORK AND THE DEATH OF BLACK BESS.

BLACK BESS the Arab blond mare is the theme of admiration the world over. The press and public in South Africa, have for over 8 years, eulogised Frank Fills' production of DICK TURPIN and the present BLACK BESS is absolutely the acme of perfection. In her dying scene she actually gasps for breath and dies like a human actor on the stage! The thousands who have witnessed this play have actually believed that Bonnie Black Bess had breathed her last the realisation is so perfect.

PART I.—THE RENDEZVOUS AT KILBURN.

PART II.—THE RIDE TO YORK.

PART III.—THE DEATH OF BONNIE BLACK BESS. DICK TURPIN.

Will be produced.

TO-NIGHT! TO-NIGHT!

On a grander and better scale than ever. New and appropriate dresses and scenery, presenting a cast of over 60 Performers.

Tumple gates 6 feet high.

Who misses DICK TURPIN, loses the treat of a life time.

NEW AND BRILLIANT ACTS.

In the 1st part of the Programme everything is novel and entertaining.

POPULAR PRICES PREPAID.

Soldiers and Sailors of H.M. Service half price to all parts, Gallery excepted.

Booking and Plan Opened at ROBINSON PIANO Co., from time to time.

L. B. McPHERSON, Manager. (1235)

Hongkong, 18th August 1911.

THE NEW SHOW CAUSEWAY BAY.

GIGANTIC SUCCESS! EVERY EVENING UNTIL FURTHER NOTICE.

N. BOROWSKY, Equestrian Director.

FIRST MATINEE—TO-DAY at 4.30 p.m.

Children Half-price to all parts.

Booking Office Now Open at ROBINSON PIANO CO.

H. PRICE & CO. LTD.

13, Queen's Road Central.

Price \$21 PER DOZ.

Sole Agents—

H. PRICE & CO. LTD.

13, Queen's Road Central.

SCOTLAND'S BEST WHISKY.

THE PERFECT DRINK.

Price \$21 PER DOZ.

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SCOTLAND'S BEST WHISKY.

THE PERFECT DRINK.

Price \$21 PER DOZ.

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13, Queen's Road Central.

SCOTLAND'S BEST WHISKY.

THE PERFECT DRINK.

Price \$21 PER DOZ.

Sole Agents—

H. PRICE & CO. LTD.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
H.M.S. "MONTAGLE" calls at MOI instead of Nagasaki.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong From Quebec.
"Empress of India" Sater, Sept. 2 "Empress of Britain" Fri., Sept. 8.
"Empress of Japan" Sater, Sept. 23 "Empress of Ireland" Fri., Oct. 20.
"Montague" Sater, Oct. 14
"Empress of India" Sater, Nov. 4 "Empress of Britain" Fri., Dec. 1.
"Empress of Japan" Sater, Nov. 18 "Empress of Ireland" Fri., Dec. 15.
"Montague" Sater, Dec. 2.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43/- Via New York.....£45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Noko Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI.....WINGSANG*.....Monday, 21st Aug., 4 p.m.
SHANGHAI.....KWONGSANG*.....Tuesday, 22nd Aug., Noon.
MANILA.....LOONGSANG*.....Saturday, 26th Aug., 2 p.m.
TIENSIN & TSIN PAU.....CHEONGSUNG*.....Sunday, 27th Aug., 11 light.
SINGAPORE, PENANG, & COLOMBO.....NAMSANG*.....Thursday, 31st Aug., Noon.
SHANGHAI, KOBE & MOI.....NAMSANG*.....Friday, 1st Sept., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kobang", "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuda, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 19th August, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tonnage	Captain	On or about
"SUVERIO"	11,000	F. Cowley	September 1st.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780;
Hongkong, 16th August, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

From Expected on or about To Will leave on or about
Tibodas.....JAVA.....1st half Aug.....1st half Aug.
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The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 815
Yok Building.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....HIRANO MARU, Capt. H. Fraser, T. 2,000, WEDNESDAY, 30th Aug., at Daylight.
TANGO MARU, Capt. E. Kawata, Tons 9,000, WEDNESDAY, 10th Aug., D'light.
KAMO MARU, Capt. F. L. Sommer, Tons 9,000, WEDNESDAY, 27th Sept., at Daylight.

VICTORIA, B.C. & SEATTLE.....KAMAKURA MARU, Capt. B. Kon, Tons 7,000, SATURDAY, 9th Sept., from KOBE.

VICTORIA, B.C. & SEATTLE via KEBUNG, SHANGHAI, MOI, KOBE, YOKOHAMA, SINGAPORE, PENANG, COLOMBO, and BRISBANE.....INABA MARU, Capt. S. Tominga, Tons 7,000, TUESDAY, 12th Sept., at 4 p.m.
TAMBA MARU, Capt. K. Noda, Tons 7,000, TUESDAY, 17th Oct., at Noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.....YAWATA MARU, Capt. T. Sekine, Tons 5,000, FRIDAY, 1st Sept., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6,000, FRIDAY, 27th Oct., at Noon.

YOKOHAMA.....NIKKO MARU, Capt. M. Yagi, T. 6,000, WEDNESDAY, 30th Aug., at Noon.

KOBE & YOKO.....AKI MARU, Capt. K. Ito, Tons 7,000, THURSDAY, 31st Aug., at 11 a.m.

SHANGHAI, MOI & KOBE.....BOMBAY MARU, Capt. J. Peranaka, Tons 5,000, WEDNESDAY, 30th Aug., at 4 p.m.

BOMBAY via SINGAPORE & COLOMBO.....TOSA MARU, Capt. Tozawa, Tons 5,000, TUESDAY, 22nd Aug., at 4 p.m.

† Fitted with new system of wireless telegraphy. † Calling at Djibouti.

† Omitting Keelung & Shimizu. * Carries deck passengers. † Cargo only

CHEAPEST SUMMER RATES

between
HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOI NAGASAKI
RETURN RETURN RETURN RETURN

1st Class.....\$120.....\$110.....\$100.....\$90

2nd.....\$80.....\$70.....\$60.....\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

[5]

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

AMOI, NINGPO & CHIN.....HANGCHOW.....19th Aug., 4 p.m.

SHANGHAI.....ANHUI.....19th " " Night.

SAMARANG & SOERABAYA.....HUNAN.....21st " " 4 p.m.

MANILA, CEBU & ILOILO.....KAIFONG.....22nd " " 4 p.m.

HOIHOW & HAIPHONG.....SUNGKIANG.....22nd " " 8 a.m.

SHANGHAI.....CHENAN.....24th " " 4 p.m.

WEIHAWEI & TIENSIN.....HUICHOW.....25th " " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Ton" and "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. saloon accommodation of a.s. "Kailong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday (taking cargo on through Bills of Lading to all Yangtze and Northern China Ports).

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Tel. phone No. 36.
Hongkong, 10th August, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama: S.S. "Preussent".....28th Aug.

Suevia.....28th Aug.

Senegambie.....20th Sept.

Bayer.....6th Oct.

Arcadia.....18th Oct.

Shivoni.....3rd Nov.

Scandia.....16th Nov.

Suezia.....2nd Dec.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

[956]

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship. Tons. Captain. For. Sailing Date.

RUBI.....4000 S. Crosby.....MANILA, CEBU & ILOILO, WEDNESDAY, 21st Aug., 4 p.m.

ZAFIRO.....4000 M. O. Smith.....MANILA, CEBU & ILOILO, WEDNESDAY, 30th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 12th August, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Levying

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.
Hongkong, 12th June, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

ST. ALDANS.....28th July.....Tuesday, Aug. 22.

EASTERN.....25th Aug.....Saturday, Sept. 16.

ADENHAM.....24th Sept....." " Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

[967]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

San Francisco Line

Connecting at the San Francisco with the WESTERN PACIFIC RAILWAY.

THE SAN FRANCISCO SCENIC ROUTE.

[967]

SOUTH AMERICAN LINE.

In connection with the National Railways of Mexico at Manzanillo.

The only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILING FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer Tons Date of Sailing.

Kiyo Maru.....17,500.....Tuesday, 22nd August, at Noon.

The S.S. "KIYO MARU" will be despatched from Hongkong via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALZAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 22nd August, at Noon.

For Further Particulars as to Passages and Freight, apply to

K. MATSUDA, Agent.

22nd August, at Noon.

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COMMERCIAL.

Share Report.

Hongkong, August 18.
Business generally has an improving tendency, a fairly large number of transactions being reported since the date of our last issue. China Sugars continue to be the sensational feature.

Rubber.—The quotation from London shows a drop of 1.1 in the price of Fine Hard Para, to-day's quotation being 4s. 6d. The market is reported to be quiet with nothing doing, and shares generally are weak at last week's level.

Banks.—Hongkong and Shanghai Banks have been the medium of a small business at \$0.10, the London quotation being unchanged at 287 10s.

Marine Insurance.—Unions are quoted at \$810 with probable buyers at the rate. Canton continues to seek buyers at last week's rate of \$210. The market in North China has been quiet with a few transactions reported at 11s. 18s.

Fire Insurance.—Hongkong Fires are quoted nominally \$350 and more shares could be placed at the rate. China Fires which were required for in the earlier part of the week at \$124 have come to business at that rate.

Shipping.—Hongkong, Canton and Macao Steamboats are in request at \$28.1-2. China and Manila are quoted \$10 with small buyers offering \$9.00. Shells are quoted from London at 78s., representing a fall of 3s. from last week. Indos are firmer with a fair business reported at \$60 ex-dividend. Old Star Ferries at \$27 and the New at \$17 are a quiet market.

Refineries.—China Sugars have been the outstanding feature of our market and quotations have been subject to violent fluctuations. The week opened at \$130 and quickly rose to \$145 business done, afterwards subsiding to \$140, which was again followed by a rise to \$145, at which the market closes with buyers prevailing. Luzons have been in very strong demand with business reported at \$31.

Mining.—Chinese Engineering and Minings at 11s. 14 are required for and Rains at \$2 are quite neglected. Lungkals have fluctuated considerably and transactions have taken place as high as 11s. 90. The last price from the North is 11s. 87.1-2.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves seek buyers at \$50. Hongkong and Whampoa Docks have been dealt in at \$52.1-2 cum div., closing steadily at the rate. Shanghai and Hongkong Wharves are weaker with sellers at 11s. 88. Shanghai Docks are slightly stronger at 11s. 51.

Lands, Hotels and Buildings.—Hongkong lands are in very strong demand and have advanced from \$93.1-2 to \$100, buyers prevailing. Kowloon Lands continue in request at \$28 and West Points are on offer at \$45. Hongkong Hotel Old shares at \$110 and the New at \$72.1-2 are a quiet market.

Cotton Mills.—Hongkong Cottons are quoted nominal at \$6 with no business to report.

Miscellaneous.—Hongkong Ropes are quieter at \$18 and Humphreys Estates at \$7. Dairy Farms at \$22 and China Providents at \$8.1-4 are all in demand. Green Island Cements at \$3.90 are neglected at the moment. China Providents have come to business at \$8.1-2 and William Powells are waited at \$4. China Light and Powers are required for at \$1.55 after sales at \$1.25 in the earlier part of the week.

Exchange.—The Bank's drawing rate on London is 1/9 7/16 on demand and the T.F. rate on Shanghai is 75.1-8.

E. S. Kadoorie & Co.,
Share and General Brokers.

Piece Goods.

Hongkong, August 18.
The market for the week has been absolutely quiet. So far as we can gather no business of any importance has been done.

In grey there is some enquiry about, but we doubt if the total sales made during the week amount to 100 bales.

In fancies nothing is doing at all. Clearances have kept up to some extent, and greys have been declared very well. On the other hand, clearances of fancies, greys much to be desired and unless long credits are given, greys are left in the godowns for months.

THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS.

(Continued from last Saturday.)

Defendant did not intend to take up, and for the sale of shares which the Plaintiff knew the Defendant did not possess. A number of contracts were entered into, which, unhappily for the Defendant, turned out to be most disadvantageous to him, and he failed to meet his engagements. The Plaintiff was also unable to carry out the contracts made by him with the various jobbers, and under which, by the rules of the Stock Exchange, he was personally liable; and he had become a defaulter. He thereupon sued the Defendant for commission and for an indemnity. The defence raised was that the contracts for the sale and purchase of shares were gambling contracts, and were therefore void under the Act of 8 & 9 Vict. c. 109, and that therefore the Plaintiff was not entitled to recover anything in respect of such contracts, which were unlawful. It was, however, held by Lindley J. that, although gaming and wagering contracts could not be enforced, they were not illegal (and he cited the case of *Pike v. Jones*, 5 E. & B. 238), and that in answer to the argument that a contract which is void and unenforceable cannot be the foundation of an implied promise to indemnify, it is sufficient to say that an obligation to indemnify is created when over one person employs another to do a lawful act which exposes him to liability. For this reason the learned Judge held that the Plaintiff was entitled to indemnity notwithstanding the gambling nature of the transactions. On appeal the views of Lindley J. were approved by Bramwell, Brett, and Cotton, J. J. J., the last named stating that "The essence of gaming and wagering is that one party is to win and the other to lose upon a future event. But that is not the state of facts here. The Plaintiff was to derive no gain from the transaction; his gain consisted in the commission which he was to receive, whatever might be the result of the transaction to the Defendant. Therefore, the whole element of gaming and wagering was absent from the contract entered into between the parties."

This remained the law in England until 1892, up to which time an agent must always have been held to be entitled to recover from his principal, under an implied contract of indemnity, any loss which might be the necessary, or the reasonable and probable, result to the agent, of his later having entered into a contract which was not legal, but which could not itself be enforced in a Court of law, but which was entered into by the agent on his principal's behalf, with the knowledge by the principal of its nature, and of the effect on the agent of its breach. But in 1892, the public was the main object of the decision in *Read v. Anderson*, an Act was passed in England, 55 and 56 Vict. c. 9, whereby it was enacted as follows: "Any promise, express or implied, to pay any person any sum of money paid by him under or in respect of any contract or agreement rendered void by the Act of 8 & 9 Vict. c. 109, or to pay any sum of money by way of commission, fee, reward, or otherwise in respect of any such contract, or of any services in relation thereto or in connection therewith, shall be null and void, and no action shall be brought or maintained to recover any such sum of money."

The result of this Act was to render practically useless, therefore, the authorities cited of *Read v. Anderson* and *Thacker v. Hardy*, and to make it impossible for an agent, or broker, in England, to sue his principal on an implied contract of indemnity, to recover money paid by the agent in respect of any contract which is in the nature of a gambling contract, such as one for the sale or purchase of shares on time, where no numbers of the shares are stated, and it is known to the broker, his principal, that the transaction is a gambling one, which the principal has no intention of

But the Act of 1892 does not apply, and has not been extended, to Hongkong, and therefore the law in this Colony is as it was in England prior to the passing of that Act. Consequently the cases cited of *Thacker v. Hardy* and *Read v. Anderson* may be said to be conclusive authorities in Hongkong to the effect that where a broker has been instructed by a principal to speculate on the local Stock Exchange, he may recover from that principal any losses he sustains by reason of his obeying those instructions—provided that such losses are the necessary or reasonable result, and that the fact that they would, or might, be incurred by the broker must have been known to the principal.

In 1891 an Ordinance (No. 5 of 1891) was passed in Hongkong which is almost precisely upon the same lines as Leeman's Act (30 and 31 Vict. c. 29), but which relates not only to shares in Banking Companies, but to shares in all public companies, and where by it is provided that contracts for the sale and purchase of shares shall be null and void unless the numbers of such shares are set forth in the contracts.

It was for a long time generally believed, and it may be to the present day be believed by many, that the effect of this Ordinance was to render it impossible for a sharebroker to recover from his principal, in a Court of law, any commission he might have earned, or any losses he might have sustained, in relation to contracts for sale and purchase of shares, in which contracts the numbers of such shares were not set forth. But, as shown in the judgment in the case cited of *Seymour v. Bridge*, this is far from being the fact. That case, as also the others cited of *Read v. Anderson* and *Thacker v. Hardy*, shows clearly that where a principal deliberately instructs a broker to speculate on the Stock Exchange, and for that purpose to enter into contracts for the purchase of shares, without numbers, he is liable to the broker under an implied contract of indemnity. The Ordinance of 1891 does not render it unlawful to enter into contracts for the sale or purchase of shares without stating numbers, but merely renders it unlawful to wilfully insert false numbers, or false names of the owners, in such contracts. Therefore a contract for the sale or purchase of shares without numbers is not illegal, but it cannot be sued upon. This being so, where a principal instructs his broker to make contracts on his behalf for the sale or purchase of shares without specifying the numbers of such shares, or where he accepts contracts so made on his behalf, he becomes liable to his broker, not on these contracts, but on an entirely separate implied contract of indemnity.

In order, however, that the broker should be entitled to recover from his principal the purchase-money for shares contracted to be bought without numbers, or the difference between that and the market price, it is necessary that the principal should, at the time of his employing the broker, or accepting the share contract, be aware of the broker's personal liability to carry out that contract, and take up the shares, if he (the principal) does not do so. (This was so held in the case of *Perry v. Barnett*, 14 Q. B. D. 407 and 15 Q. B. D. 388, where it was proved that a person in Bristol, who instructed his brokers there, to purchase Bank shares in London, was ignorant of the usages of the London Stock Exchange which rendered the brokers personally liable. He never accepted the contract, because, before the contract note was brought to him, the Bank had suspended payment, and he therefore declined to accept it. It was held both in the Court of Appeal, and the Court below that the principal was not liable to indemnify his brokers for the loss they suffered through being compelled, either to take up and pay for the shares themselves, or to be declared defaulters on the Stock Exchange. The reason for the decision being: (1) that the principal expected, in ordinary course, to get a valid contract, and did not know of the usage of the Stock Exchange to neglect to follow the stipulations of Leeman's Act, and (2) that he did not know of the rules and usages of the Stock Exchange which rendered the brokers personally liable.)

(To be continued next Saturday.)

POKER.

Arkansas City Route Poker Invaders

"There is them," said old man Greenhut, with considerable asperity, "what most anythin' a man'd be liable to say about 'em wouldn't be fit to 'ent. 'Pears like they don't give yo' no chance at sayin' nothin' decent when yo' mention 'em."

"Like enough that's nigh about right," observed Jake Winterbottom dispassionately, "but was them sentiments intended to be to be took by an' largor was yo' all thinkin' o' some p'tic'lar person specific? 'Pears like yo' all must have somepin' onto yo' mind."

The old man looked at Mr. Winterbottom fixedly for some moments.

Finally he said very slowly: "Have a drink, boys. 'Pears like that sort of clears the air."

No person in the room expressed any disinclination to accept the unusual invitation, but all were plainly puzzled, and after the glasses had been filled and emptied Joe Bassett said:

"Do yo' worried 'bout somepin', Greenhut? 'Pears like somepin' was eatin' yo' all considerable 'frent."

"Well," said the old man, "mobb' 'aint as serious as it looked first off, but I sho' did hear some disquietin' news to-day."

"Yo' all knows well I do what Hank Bellers is always been a to'fable fair citizen. Th' ain't no gre't profit to be made off him at the bar, but he's a good steady drinker an' al'ays pays f' what he gets 'bouten askin' fo' no credit."

More Valuable in Long Run.

"Anyways Hank was al'ays reckoned to be nigh 'bout right's fur's he went, an' if he didn't do to mon'n he did 'twan't long 'f him not bein' right minded. An' that's what makes it all the mo' cussed what he's done done."

"What's he done done?" asked Jake Winterbottom a little impatiently. Mr. Bellers always been reckoned well enough in his way, but not important enough to attract attention, and so much discussion of him seemed uncalled for.

"I'm what I done hear'd a spell ago," said the old man, "he 'pears to got together a hull band o' pirates what's reckoned the best poker players there is 'tison Arkansas City, an' he's comin' 'round with 'em, reck'nin' to doin' yo' uns up a bad 's he's been did up repeated."

"Says he's tired o' losin' all the time an' 'p'oses to fetch outsiders here ag'in the native talent. 'Pears like he kin't got no public spirit."

"Well, if that's all he's done I reckon th' ain't no reel necessity fo' to get red-headed," observed Jim Blaisdell coolly. "Fetchin' outsiders in here to play poker 'pears to be nigh 'bout as beneficent as anythin' t' can be did. Leastways, wouns as al'ays lookin' fo' 'em."

"That's all right enough," said the old man gloomily, "if they on'y comes one or two to a time. An' th' ain't no call fo' to get rattled if there's three to one. But Bellers is done got a multitude."

"Well, I reckon if yo' all keeps nigh hand with yo' hangarter there won't be no call fo' nobody else to come up to the help o' we uns," said Blaisdell contemptuously, but just as old Greenhut began reproving him for "wry-bald an' blasphemous talk," the door opened.

When Hank Bellers came into the room he looked around as if doubtful of his welcome, and seeing no sweet smiles anywhere he spoke somewhat hastily.

"Let's liquor," was all he said, but the utterance was enough to propitiate the party, temporarily at least.

While he was paying for the drinks he said to old man Greenhut, "I was thinkin' mobb' there mought be a poker game goin' on here to-night."

"Mobb' there mought," admitted the old man, cautiously. "Mostgen'y there is when there's anybody playin'."

"That's what I thought," said Bellers, "an' I was thinkin' how if I was to set in."

"Th' ain't no law ag'in playin' poker if a man's got a wad," was the reply.

"An' there's some friends o' mine done come to town what's lookin' fo' some kind o' excitement," continued Bellers. "How if I was to fetch 'em 'round?"

"Sho'," interrupted Blaisdell. "Fetch 'em along."

Bellers looked at him a little doubtfully, but turned back to the old man and said, with some hesitation, "I reckon there'd oughter be a rakeoff fo' me long o' me fetchin' 'em."

"Th' ain't but one rakeoff into no game o' poker in my back room," said the old man, decidedly, "an' that goes to the house."

"Mobb' I better not fetch 'em, then," said Mr. Bellers with some spirit, but the old man knew his advantage.

"I reckon," he said, snoringly, "what if there's any reel spots into that gang o' yo'n, yo' all couldn't keep 'em away f' me here with guns. Mobb' yo' all 'd better get a rakeoff outen them. Likely they reckon on winnin' out."

A Meeting Move.

He looked threateningly toward the corner where he kept his bangarter, but Bellers exclaimed suddenly, "'Pears like it's a long time between drinks," and, having paid for a second round, he slid rapidly out.

"Think he'll come back?" asked Sam Pearsall, who had been listening with chuckles to the conversation.

"Sho' will," said the old man with conviction, "thouten they put chains onto him."

This proved to be correct. Toward 9 o'clock that night four men entered the saloon, Bellers being one of them.

"Howdy," he said, as he came in, but no one answered, and, murching his party to the bar, he called for drinks.

The order being indefinite, everybody in the room responded, and after setting out the glasses old man Greenhut said, "Where's yo' friends?"

"Here they be," said Bellers, in some surprise.

"Oh," said the old man. "I'm what I heard, I was looking fo' a hull cohort."

"Well, there was to be mo' on 'em," said Bellers, "but they didn't come."

"Oh, very well," said the old man cheerfully. "Mobb' they lon well gettin' cold feet af' they begin. Make yo'self to home, gents."

They did. Inside of ten minutes, there being too many players for a game of draw, Jim Blaisdell was dealing stud to eight enthusiastic gamblers, all of whom were plentifully supplied with money and chips.

Whatever might have been said of Blaisdell on other occasions, it is certain that in this game there was no one who could complain of not getting good hands. It was really remarkable how many straights, flushes and fulls were filled in a game in which such hands are usually rare. And strangely enough, it was to the outsiders—that far the greater number of winning hands fell so that there seemed to be no reason to suspect the dealer of any unfair manipulation of the cards.

Therefore, it must have been owing to some freak of fortune that it happened in the course of some two hours' play that the outsiders almost invariably won from one another, whereas every time one of the home talent held the winning hand one or more of the visitors would be severely punished. And after two of them had been forced out of the game Sam Pearsall had three deuces showing against three other hands big enough to induce their holders to stake their entire piles.

Then he uncovered the fourth deuce and took the pot.

Old Man Greenhut treated the losers several times, and as they slunk away he looked after them with a smile.

"Mobb' I was some nigh judgin' o' that Bellers," he said. "I reckon he's what the Good Book calls a blessing in disguise."

THE COMING OF THE OLYMPIC.

A Ship That Has Caused Shipyards And Piers To Be Enlarged And Harbours To Be Dredged.

By FREDERICK A. TABOT.

The Olympic's first voyage this summer marks a new high record in shipbuilding, in harbour construction, in dry docks, in almost everything that appertains to the trans-Atlantic trade. When she was planned there was no yard in which she could be built. When she was laid down there was no dock in England or on this side of the ocean that would hold her, and no dry-dock in which she could be laid up for repairs. There was no place for her and no lack of people to say so. But place or no place, Mr. Bruce Ismay, the controlling genius of the International Mercantile Marine, saw a profit in an 882-foot ship. He was willing to invest the necessary \$10,000,000, and Lord Pirrie, perhaps the greatest shipbuilder of the age, was willing to construct such a monster.

The beginnings were made in Belfast, not in laying the keel of the ship, but in making a slip in which she could be built. That cost a good many hundreds of thousands of dollars. Not content with altering the shipyard in which she was built, the Olympic caused all manner of unusual performances on at least one English railroad. The 190-ton stern frame was cast in a foundry in England. There was not a freight car in the kingdom that would hold it properly. It protruded over every side. At four miles an hour it was hauled to the coast, while the traffic on both tracks of the railroad was stopped. Even that did not give sufficient leeway and stations had to be altered to let it pass.

But the Olympic is more than just another bigger boat. She represents the culmination of a type at least as important, if not as spectacular, as the record breaking ships. For years the public has watched the speed contest between the English and German "greyhounds." These ships correspond to the 18-hour trains between New York and Chicago. But in railroad circles men will tell you that they would gladly forego all the glory of the fastest trains on earth if they could gain thereby traffic for the trains that run a little slower and at a good deal less expense. In English shipbuilding circles there were those who felt the same way. The Olympic is the culmination, so far, of the passenger-freighter type—a type that gains revenue from every source, because it is constructed for carrying capacity, comfort, economical operation, and speed—not for speed alone.

The Olympic has been designed to meet the requirements of that large section of the travelling public which likes a moderate speed vessel so long as it is replete with every possible luxury and convenience. An average of twenty-one knots an hour is all that is expected of her. To attain this speed she has the largest engine room that has ever been placed on the water; and it is as interesting as it is gigantic, for she has a system of propulsion different from that of any other liner that comes to New York, a combination of reciprocating engines and a steam turbine. It is no experiment, but a businesslike, practical move. The reciprocating engine has been brought to its highest standard of perfection at the Belfast yards, and the hubbub of vibration has been eliminated by elaborate and careful balancing, yet even with the quadruple expansion system the steam upon leaving from the lowest expansion cylinder after being used four times, still pos-

sessed a little latent power. How could this be harnessed and turned to valuable account? It could not be used again to advantage in a reciprocating engine—that was evident. At this juncture the possibilities of the Parsons turbine came to mind. Would it be possible to incorporate a low pressure turbine, and thus consume the remaining energy of the exhaust steam from the reciprocating engines? An attempt had been made in this direction upon a small scale, but it was not considered to be sufficiently conclusive. The builders determined to find out for themselves.

They were building at the time two sister ships for service between Canada and Liverpool, and they equipped one with only the ordinary reciprocating engines and put the combination arrangement upon the other. The Laurentic carried the combination, and the Megantic the simple reciprocating system. Both owners and builder carefully guarded the engine room of the Laurentic, from the moment she set off on her maiden journey. Marine engineers were on the tip-toe of expectancy. They anticipated something striking to issue from the test, and as other large ships were building they sought indefatigably for tidbits of news of what was going on.

The German engineers were the most active in this search. The number of Teutonic passengers who sailed by the Laurentic in the endeavour to pick up some useful information was astonishing. Some travelled first class, hoping by matter-of-fact conversation with the captain and officers to gain what they so desired; others patronized the steerage and sought to achieve success by hobnobbing with the artificers in the engine room. But one and all were foiled.

During a recent journey on the Laurentic some amusing anecdotes of the siege of the engine room were related to me. Only few persons have been permitted to descend into the engine room of that vessel, and the writer is one of the privileged. One of the officers related that one German was particularly pertinacious. He sought admission in the ordinary way. "What for?" he was asked. "Mere idle interest," he replied. But his request was refused. Was he rebuffed? By no means. One morning he was caught in the middle of the engine room looking round with an eye that showed only too well that he was by no means a stranger to such an environment, and his visit was rudely cut short.

The experience of the Laurentic justified the builders' hopes. It was found that the vessel at a speed corresponding to that of her sister ship had a coal consumption of 14 per cent. less. The crux of such a problem as this is the precise moment when the steam should be taken from the reciprocating engines and turned into the turbine. It can be taken too soon or too late. But the Olympic's designers have ascertained the exact moment when the desired end can be achieved with the greatest efficiency.

The reciprocating engines are the largest that have ever been built. Their total output of energy is 30,000 horsepower, while the low pressure turbine can exert a further 10,000 horsepower.

To carry the greatest amount of freight with the greatest economy, and the greatest comfort—that is the object of the Olympic's builders, and that ambition accounts for the size of the ship and the innovation in her engine room. The combination of reciprocating engines and turbine has not caused all manner of troubles, but the size of the Olympic has

A SHORT SERMON.

Serving God Through Man.

If a man say, I love God, and hate his brother, he is a liar.—1 John, iv. 20.

From out the years long gone comes this little story.

A certain man, being much troubled over past misdeeds sought solace in religion. With faith came comfort, but soon he desired to make sure of sharing the eternal reward of the just.

"Where can I find the key to the gate of heaven?" he asked of a pious friend.

"Your neighbour has it," answered the friend.

"But my neighbour is a poor cobbler," exclaimed the seeker.

"Then I am sure he has the key you wish."

So the seeker went straight to his neighbour and asked him for the key to the gate of heaven. And the cobbler said he had never even seen it.

"He has never even seen it," reported the seeker to his friend.

"Yet he has it," answered the friend. "You did not ask aright. Go back and see if the poor cobbler has any great need."

The cobbler did have a great need. His little boy was sore afflicted with a raging fever and there was none to care for the child while the cobbler worked, —the mother being dead.

"When he saw the child, the seeker forgot all about the key and forthwith tended the little one and nursed him through the fever into health. And when he came to leave, the cobbler, with tears running down his cheeks, threw his arms about the seeker's neck and said to him, "O, sir, I would I had that key you desired, for if it were the only one that would let me in at the gate of heaven, I would make it mine gladly."

"And now you have it," said the friend, when the seeker told him of what had happened.

"For the key to the gate of heaven is moulded of loving service done for others!"

This is one of the really great things for men and women to learn, and to put in practice when they have learned it. This is one of the fundamentals of life. To say we love God is nothing more than tinkling brass and sounding cymbals. To love God is to serve man. And to love man is to serve God.

Many persons do not fully appreciate this. Succeeding centuries of lip service have set multitudes on the wrong path. These mistaken ones want to do the thing that is right; they want to serve God; but they do not know how.

"I wish I could do something to show my Maker how deeply I appreciate all He has done for me!" said a young man to the writer not long ago.

"And what would you like to do?"

"I would like to build an altar or a church, if I could."

"But you cannot do these things. Perhaps it is well for you that this is so. For if you were to carry a little help to some poor mother who is in need, God might better understand your feeling."

"—God doth not need."

Either man's work or his own gifts.

It is man who needs the help of man. And as we do for man, we do for God.

Incidentally, one of the easiest-working keys to the good things of this life is Service. It is within the reach of every individual too.

PERILS OF A CALM.

News reached Plymouth that the crew of the Russian steamer Lembit, numbering twelve hands all told, were succored in mid-Atlantic last week by the Red Star liner Kroonland. The Lembit was 65 days out from Laguna, bound for Kalmouth. Colms delayed her for sixty days, and then her supply of provisions became exhausted. The crew were so famished that they could scarcely eat sails and hoist signals of distress, and they have declared they were resigned to death when assistance arrived.

The Kroonland altered her course and supplied the starving sailors with stores. But her captain's offer to navigate the schooner to port was declined.

UNIVERSAL PEACE.

(Continued from last Saturday.)
I like to think that the real England and the real Germany found voice on the occasion of a charming incident which it was my privilege to witness in September of last year. At the close of the impressive meeting of the Interparliamentary Union, held in Berlin, the German Imperial Chancellor offered the gracious and bountiful hospitality of his official residence to the hundreds of representatives of foreign parliaments then gathered in the German capital. Standing under the spreading trees of his own great gardens, surrounded by the leaders of German scholarship and of German political thought, Prince von Bulow was approached by more than two score members of the British Parliament, with Lord Weardale at their head. In a few impressive, eloquent and low-spoken sentences Lord Weardale expressed to the Chancellor what he believed to be the real feeling of England toward Germany, and what he felt should be the real relationship to exist between the two governments and the two peoples. In words equally cordial and quite as eloquent, Prince von Bulow responded to Lord Weardale with complete sympathy and without reserve. The incident made a deep impression upon the small group who witnessed it. It was over in a few minutes. It received no record in the public press, but in my memory it remains as a weighty, and I hope as a final, refutation of the widespread impression that England and Germany are at bottom hostile, and are drifting inevitably toward the maelstrom of an armed conflict. What could more surely lead to conviction of high crimes and misdemeanors at the bar of history than for two cultured peoples, with political and intellectual traditions in their entirety unequalled in the world's history, in this twentieth century, to turn each other to pieces like infuriated gladiators in a bloody arena? The very thought is revolting, and the mere suggestion of it ought to dismay the civilized world.

The aim of all rational and practicable activity for the permanent establishment of the world's peace, and for the promotion of justice, is and must always be the education of the world's public opinion. Governments, however popular and however powerful, have ceased to dominate; everywhere public opinion dominates governments. As never before, public opinion is concerning itself with the solution of grave economic and social questions which must be solved aright if the great masses of the world's population are to share comfort and happiness. A nation's credit means the general belief in its ability to pay in the future. That nation which persistently turns away from the consideration of these economic and social questions upon which the productive power of its population must in the last resort depend, limits and eventually destroys its own credit. That nation which insists, in response to cries more or less inarticulate and to formalisms more or less worn, upon spending the treasure taken from its population in taxes upon useless and wasteful armaments, hastens its day of doom, for it impairs its credit or ultimate borrowing capacity in a double way. It not only expends unproductively and wastefully vast sums of the nation's taxes, but it substitutes this unproductive and wasteful expenditure for an expenditure of equal amount, which might well be both productive and uplifting. The alternative to press upon the attention of mankind is that of huge armaments or social and economic improvement. The world cannot have both. There is a limit to man's capacity to yield up taxes for public use. Economic consumption is now heavily taxed everywhere. Accumulated wealth is being sought out in its hiding places, and is constantly being loaded with a heavier burden. All this cannot go on forever. The world must choose between pinning its faith to the symbols of a splendid barbarism and devoting its energies to the tasks of nonviolent civilization. Despite everything, the political organization of the world in the interest of peace and justice proceeds apace. The movement

is as sure as that of an Alpine glacier, and it has now become much more easily perceptible.

There is to be established at the Hague beyond any question, either by the next Hague Conference or before it convenes by the leading nations of the world, acting along the lines of the principles adopted at the second Hague Conference two years ago, a high court of international justice. It is as clearly indicated as anything can be that that court is to become the supreme court of the nations of the world.

The Interparliamentary Union, which has within a few weeks adopted a permanent form of organization, and chosen a permanent secretary, whose headquarters are to be in the Peace Palace at the Hague itself—an occurrence of the greatest public importance which has, to my knowledge, received absolutely no mention in the press—now attracts to its membership representatives of almost every parliamentary body in existence. At the last meeting of the Interparliamentary Union, held in Berlin, the Parliament of Japan, the Russian Duma, and newly organized Turkish Parliament, were all represented. By their side sat impressive delegations from the Parliaments of England, of France, of Germany, of Austria-Hungary, of Italy, of Belgium, of the Netherlands, and of the Scandinavian nations, as well as eight or ten representatives of the American Congress. In this Interparliamentary Union, which has now passed through its preliminary or experimental stage, lies the germ of a coming federation of the world's legislatures—which will be established in the near future, and whose powers and functions, if not precisely defined at first, will grow naturally from consultative to that authority of which wisdom and justice can never be divested. Each year that the representatives of a national parliament sit side by side with the representatives of the parliaments of other nations, look their colleagues in the face and discuss with them freely and frankly important matters of international concern, it will become more difficult for them to go back and vote a declaration of war against the men from whose consultation room they have just come. Among honest men, familiarity breeds confidence, not contempt.

Where, then, in this coming political organization of the world, is the international executive power to be found? Granting that we have at the Hague an international court; granting that we have sitting, now at one national capital and now at another, what may be called a consultative international parliament, in what direction is the executive authority to be looked for? The answer to this vitally important question has been indicated by no less an authority than Senator Root, in his address before the American Society of International Law. Mr. Root there referred to the fact that because there is an apparent absence of sanction for the enforcement of the rules of international law, great authorities have denied that those rules are entitled to be classed as law at all. He pointed out that this apparent inability to execute in the field of international politics a rule agreed upon, as law, seems to many minds to render quite futile the further discussion of the political organization of the world. Mr. Root, however, had too practical as well as too profound a mind to rest content with any such lame and impotent conclusion. He went on to show, as he readily could, that nations by and by yield to arguments which have no compulsion behind them; and that as a result of such argument they are constantly changing policies, modifying conduct and offering redress for injuries. Why is this? Because, as Mr. Root pointed out, the public opinion of the world is the true international executive. No law, not even municipal law, can long be effective without a supporting public opinion. It may take its place upon the statute book, all constitutional and legislative requirements having been carefully complied with; yet it may, and does remain, a dead letter unless public opinion cares enough about it, believes enough in it, to vitalize it, and to make it real.

(To be continued next Saturday.)

HOW THE FRENCH DO BUSINESS.

The Frenchman bubbles over with ideas.

His ideas run his Government, warm and light his home, make England his best customer and keep the Germans busy copying.

When it comes to making goods it is doubtful if he has more ideas than Americans. They are very different, however; for the Frenchman's tendency is to make an article beautiful first and practical afterward, while ours is to make it practical first and then put it on the market, without regard for looks.

Little Lessons from the French. The American in Paris comes to a great public building. It is a masterpiece of proportion, with fine columns and bas-reliefs, and placed in surroundings that bring out its virtues. Inside, however, clerks are found working in dim light, at unprinted desks, with only the timeworn hand tools of the ancient scribe.

The Frenchman in New York sees a bank building that is a palace inside and out. Clerks work in the clean, spacious offices, lit with floods of daylight, and have every labour-saving device. This temple of Mammon has columns twice the girth of the Madeleine's in Paris; but, where the Madeleine columns carry the whole weight of the roof and justify their massiveness by expressing the idea of strength, the bank's columns rise up, up, up in their majesty—and support at the top only a few insignificant slabs of ornamental stone. They give the artistic effect of a big oak tree sustaining the weight of a little boy's hat.

"Ah, the American!" comments the Frenchman. "He is so practical and modern. But why should he be? He also is immoderate." For more than a generation Americans have been going to Germany to study chemistry and applied science. Lately, too, they have been profiting by what London can teach them of the fundamentals of business procedure—and it is a great deal. Thus far, however, they have gone to Paris either to play or to study merely the polite branches of art that lead them to paint picture exhibitions.

The time is coming, though, when the American engineering graduate, and the factory superintendent, and the man of business generally, will find it profitable to spend a year or two in Paris, studying the ways in which the Frenchman gives beauty, finish and unity to his products.

If one could look into that part of a Frenchman's mind where he keeps his myriads of accounts—and such accounts are kept by pretty nearly all Frenchmen of every degree—there would be seen a number of figures written down in bright-red indelible ink. These figures are sums in francs and they stand for limits beyond which Monsieur does not care to let himself go in certain directions.

There is the sum, for instance, upon which he has resolved to live each year. He not only sticks to it but sometimes has his little plan so neatly arranged that an extra outlay of fifty centimes for lunch would be ruinous extravagance. Again, there is the amount of salary or profit he desires—and beyond the appointed figure it will be difficult to arouse his ambition. He is far from a shirker, the Frenchman. He will labour long hours and honestly devote himself to his specialty, and his employer, but when his pay envelope contains the sum, he has settled upon as an income, the prospect of earning more by additional effort may not tempt him to disturb his placid enjoyment of life as he goes along.

The largest sum of all is, one he wrote down, perhaps, on the day he left school. It may be five hundred francs, or three thousand, or the price of a farm or a country chateau. Whatever the amount, it represents all that he can possibly wish for in this world. It is his ideal—the assured income of a capital upon which he will retire altogether. Right under the nose of it, probably, he has written the sum at which he hopes to retire.

A Competence the Main Ambition. France is often referred to as a land of thrift, but it might better be called a land of dead certainties. The American finances himself on capital. He will risk all the money he has in the world in business or speculation and if things go against him begin over again. The Englishman or German will take long chances too, but only with income—seldom with capital. If an investment in business or company shares brings them a handsome return, well and good. If not they make up the loss by careful living. The Frenchman will not take reasonable chances even with his income; and so, in business matters, he has a way of looking at things that is all his own.

A young Frenchman buys a business, for instance, or inherits his father's business. He much prefers putting what money he has into an established enterprise, for that offers fewer risks than starting something of his own. After several years' hard work, perhaps, the business has been brought to a point where it pays twenty thousand francs a year profit. He lives on about five thousand francs, so there is fifteen thousand francs that can be put back into the enterprise, extending it and making it solid. This money would probably yield him fifteen per cent. if he put it into the business and worked with it; but he seldom does. His idea is not to build up a vast money-making machine at all, but to realize that ideal of a certain income as soon as possible. The day he sees his way clear to retiring on the sum he has set he will sell his business like a second-hand tool. The afore he puts back the few thousand francs that are absolutely necessary and invests every spare franc in bonds.

The money of other big industrial and banking nations is busy in developing the world's resources—going into railroads, mines, plantations, tramways, power and irrigation projects, industrial enterprises. The Frenchman's money goes into Government bonds. He buys those of his own country and the securities of Russia, Turkey, Spain, Portugal, Austria, China, Egypt, Brazil. His money earns only moderate interest—two to four per cent. He could often double his interest by investing in a different class of securities, and to all intents and purposes his capital would be as safe; but he doesn't want to double his interest—he wants the feeling of absolute security that these conservative investments give.

The Frenchman's love of bonds is shown in the securities now officially listed on the Paris Bourse. These have a nominal value exceeding five thousand million francs, but of that great total considerably less than one-third—fourteen hundred and seventy-five million francs—is in stocks. All the rest are bonds, chiefly of Governments. Even the stock list is made solid by bank, railroad and other gilt-edge securities. Speculative stocks are distrusted to such a degree that even good American bonds have only lately found a market in Paris, though many of our issues are conceded by banking authorities to be safer than some of the inferior Government bonds dear to the French investor's heart, and would yield him better returns on his capital.

France is full of money ready to appear when the right sort of bond is offered by the banks. Last fall, during the great French railroad strike, there was some possibility of political disturbances in Paris. The people were restless; but at the critical stage of the affair some new city of Paris bonds were put on the market. These bonds can be bought for as little as twenty dollars and have the added attraction of a lottery drawing several times yearly, whereby certain numbers are selected by chance and redeemed with large cash prizes. When these bonds were offered thousands of thrifty French people lost their interest in politics and went to stand in line at the banks to get the bonds. Demand greatly exceeded supply. — Saturday Evening Post.

WHAT IS KNOWN ABOUT INFANTILE PARALYSIS.

It Does Not Depend Upon Unsanitary Conditions.

(Continued from last Saturday.)
The character of the water supply, sewage disposal, age of the house, dryness, dampness, and character of the food seem to bear no relation to the occurrence of the disease. Since 1904, to be sure, there has been in every year a deficiency in the rainfall, varying from 0.97 of an inch in 1907 to 7.55 inches in 1908. The relation of this deficiency of rainfall to the occurrence of infantile paralysis is, of course, apparent.

The disease is quiescent in winter, with only a very occasional case and no epidemic. It begins to show itself in June, increasing sharply in July, reaches its highest point in August, drops somewhat in September, and diminishes rapidly to a very small number of cases in the winter. In the Southern Hemisphere, this seasonal occurrence is reversed and the height of the disease occurs in February and March, which is midsummer for that region.

The age of most frequent attack is between two and three. In Massachusetts in 1909 seventy-one per cent. of all cases occurred in the first five years of life, and eighty-seven per cent. of all cases in the first ten years. Adult cases are rare, but are much more apt to be fatal. The symptoms of the disease vary much. As has been stated, there are in addition to the paralytic cases a number of so-called abortive cases which have general symptoms but no paralysis. It is impossible, therefore, to tell how many people have had this disease without paralysis, have recovered, and have become, therefore, immune to any subsequent infection.

The disease may begin very much like the grip, with headache, fever, and pain in the back and limbs. It may have all the appearance of an inflammation of the gastro-intestinal tract. It may simulate an ordinary tonsillitis, and it may be taken for muscular rheumatism. Some cases have been diagnosed as typhoid fever. For these reasons, in the absence of paralysis, it may be extremely difficult to make a diagnosis. It is to be hoped, however, that laboratory methods will soon be developed to supply this very strongly marked need. If paralysis occurs it is because there have taken place in certain portions of the nervous system destructive conditions involving those nerve elements which have to do with the production of motion.

What Can We Do to Protect Children?
Once present there is no way of telling whether a paralysis will or will not be recovered from. A paralysis involving the four extremities may entirely disappear. In fact, one of the most important points brought out by the Massachusetts investigation was that a much larger proportion of paralytic individuals recovered than previous experience had led physicians to suppose. Out of 200 cases thoroughly studied in 1910 it was found that 27 recovered completely. The death rate is about eight or nine per cent., as seen in Massachusetts. In adults the mortality is highest, being about eleven per cent.

What can we do to protect our children against infection by this disease? In the first place it is probably wise not to go for the summer to localities in which the disease is known to be prevalent. One cannot tell beforehand, however, and in one's efforts to avoid the disease, one may jump out of the frying-pan into the fire. If the disease occurs in any locality one would do well to keep one's children away from others who are either in the acute stage of paralysis, or who may be ill with any undetermined ailment. Children's entertainments, circuses and electric cars should be avoided, and paralytic domestic animals should certainly be disposed of.

On general principles the Massachusetts State Board of Health has recommended the use, for prevention and treatment of this disease, of hexamethylenamine, which is one of the best internal antiseptics known to medicine, being excreted in the urine. In the bath, during and before and after the use of hexamethylenamine, more recently experimental evidence of the value of this drug has been furnished by

PHOTOGRAPHIC NOTES.

The Problem.

Every amateur must be aware that the success or failure of his first attempt at taking a photograph will depend upon the correctness with which the various lights and shades of the subject he is exposing on a registered in the negative. The ability to focus an image sharply on the ground-glass will not be sufficient to render certain the production of a good negative. Every light and shade in the subject should, in an ideal negative, be represented by a tone of different density. The varying densities of the photographic image are therefore due to the length of time the light forming such an image is allowed to act, and hence it is that this question of exposure—i.e., the length of time which is necessary for the light to produce such gradation—is of so great an importance. It follows that when a plate has received correct exposure success is more than half secured. One occasionally hears of the amateur complaining that he cannot understand why it is that he has not been successful in obtaining a good negative of a certain subject although he gave exactly the same exposure, and at the same time of the day (but at a different date), as did his friend, the success of whose print had discouraged him.

The Wisest Treatment of the Disease.

As regards treatment in general, care must be observed lest too much be attempted, especially in the early part of the disease. During the acute stage, and until subsidence of inflammation has taken place, patients should be kept quiet and sources of irritation of the muscles controlled by the affected nerve centres should be avoided. It is probable that tenderness of the limbs may be used as a sort of index as to the time when active treatment may be safely begun. In fact, until tenderness has wholly disappeared we are not justified in making use of passive movements, massage or electricity. The treatment should be entrusted only to those physicians in any community who have made a special study of the subject, for upon treatment will depend whether an individual shall become hopeless cripple or be restored to a condition of greater or less civic efficiency.

For the protection of the public health we have in Massachusetts recommended that the patient be quarantined as strictly as if he had scarlet fever; that other children in the family be not allowed to go to school for four weeks at least after the beginning of the last case in the family; that the house be thoroughly disinfected after the disease is over, and that in case of death no public funeral be held. — M. W. Richardson, M.D., in the "Saturday Evening Post."

LADIES COLUMN.

The "fantasia vest" is one of the newest fads in dress. It is made without sleeves and of rich materials. One which I particularly liked was of black velvet embroidered around the back with small white porcelain beads, with a trimming of the same down the centre. These vests are worn with a guimpe of diaphanous material. Some are quite elaborate, consisting of tulle over satin and with any amount of originality expended in the garnitures.

White beads are becoming rather common, anything new in this line is hailed, and many of the best couturiers are using tubular and odd-shaped beads, many of them iridescent, as these appear to advantage under the electric lights.

The one-sided rever is growing in popularity. For example, a blouse in old gold and blue changeable liberty has at the right side, a quite large rever of the material and over it a smaller rever of blue velvet, neither of the revers being attached down or stitched together.

In neckwear, especially, the one-sided effect is observable. The "touch of black" in neckwear has also increased in popularity. In many instances this touch is velvet, which adds richness to the effect.

In materials there are oddly unexpected combinations; for example, batiste appears in connection with silk and with satins and even velvets. This thin, washable material is used oftenest in collars, vests or revers, which have, at least, the seeming intention of being detachable for laundering.

From inquiries which I have made from the best couturiers, it seems the fad for the use of bright colours and for sharply contrasting colours will continue throughout the summer and into the autumn.

Although I have not yet reached the hauteur of the yet habitual dweller upon the continent, regarding the summer tourist, I realize that the entire character of the Parisian population is changed when the great floor of summer night seems rolls in. People who come merely to take a glimpse, however, fail to get even a peep into the exclusive shops and dressmaking establishments. One must really know the ropes to learn of the most elegant frocks coming out.

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LOG BOOK.

Officers on the China Coast.
The following communication has been sent to us by the Secretary of the Imperial Merchant Service Guild and may prove of interest to our readers:—

The Editor,
The "Hantsin Sun" Journal.

Sir,—The attention of the Imperial Merchant Service Guild, representing many thousands of British certificated captains and officers, has been called to an article which recently appeared in your journal. The gist of the article in question is that, taking everything into consideration, the officers on board British ships are excellently paid and far better treated than persons employed on shore who have any amount of responsibilities resting on their shoulders. To these remarks the Guild beg to take exception, and as your article deals with ships' officers in a general sense, we venture to think that it is intended more particularly for officers on the China coast.

Possibly it has never occurred to many of your readers that there is no service in the world where captains and officers do so much for their employers as those serving on the coast of China, who, under onerous and arduous conditions, are obliged not only to navigate their ships safely, but to do their own piloting in some of the most intricate rivers and harbours in the world.

It is on the coast of China that the pernicious two-watch system chiefly prevails, thereby insuring that an enormous amount of daily work, in looking after and attending to the navigation of the ship and the discharge of cargo, falls to the lot of the executive officer. As you are possibly aware, vessels frequently arrive at ports on the coast at noon and commence to discharge and load cargo as soon as the vessel is anchored. Cargo work is continued all night, and the steamer leaves again at, possibly, 3 a.m. so as to arrive at her destination at the scheduled time on the same day. Oftentimes there are forty or fifty miles of river to navigate before the vessel arrives in the open sea. This means that the two officers are further required on deck for two hours before one of them is relieved.

The accommodation on the majority of China coast steamers is sadly inferior, the rooms being placed generally in closed alleyways in which are native galleys and native latrines, all within a circumference of 12 feet. Further comments are not necessary, such as meals with the thermometer standing at 102 degrees F., etc.

The wages obtaining at the present time on the China coast are not in proportion to the increased cost of living, and, having regard to abundance of fair "leave" regulations, do not compare at all favourably with those at home and on the coast of Australasia and Canada.

In your article you state that the British officer is far better off than his colleague on German steamers, who receives far less pay and is much more rigidly treated by his company. Such a statement is not correct, for we know of an instance where an engineer serving in a foreign company was in the same hospital ward as one of our members. His expenses were being paid and he received full wages. Every little item, such as sampan and rickshaw fares, coolie hire, etc., were paid by the company. In this case the particular firm they paid similar wages to those obtaining in British steamers on the China coast, with the exception of when South of Latitude 20 deg. N. and when in Singapore all officers and engineers lived ashore at an hotel at the company's expense. Only one officer and one engineer were required to be on board at one time. In addition to these privileges they were granted a free passage home after three years' service. You will, therefore, see that officers serving on foreign ships, trading in Eastern waters are treated with far more consideration than those serving on board the ships under the British Ensign.

Another genuine grievance with which officers have to contend is that no passage home on half pay is granted when an officer on the Indian and other coasts. Consequently it is useless for an officer to get home

again unless he wishes to be reduced to a state of impecuniosity. However, thirty an officer may be during his five years' service, all his savings must be expended in providing for his passage home, his time on leave, and his passage back again. It has been proved time and time again that in the case of a married man, once making his home on the coast of China, there is little opportunity for him to return to the old country again.

Another curious rule peculiar only to the coast of China, is that should a man become ill and be obliged to go into hospital, either his wages immediately cease and his hospital expenses are paid, or vice versa. During the recent plague epidemic whilst the ships were lying in plague-stricken ports, it was found by the officers impossible to get away from the coolies working cargo on account of their rooms being in the alleyways, thereby incurring a great risk of contracting a dreadful disease, for which no extra remuneration was paid. We understand that the British India Steam Navigation Company, and the Asiatic Steam Navigation Company, and many other companies trading on the Indian coast, besides paying hospital expenses, always pay the full wages of their officers whilst on the sick list.

Promotion on the China coast is another matter which causes a great deal of discontent. The average time for a second officer to serve before being promoted to chief is between four and five years; at the end of that period he is allowed six months leave at his own expense.

It is no wonder that the companies are resorting to all kinds of artifices to get junior officers for the China coast service. We know of many cases where officers have immediately resigned from the companies on their arrival out, as soon as they discovered the nature of the conditions under which they were expected to serve. Only by this morning's mail we have received a letter from one of our old members who, until lately, served on the China coast, informing us that he has given up his position as chief officer and taken to farming in Canada.

Unless the China Steamship Companies do something to improve the conditions under which their officers serve they will find even more difficulty than they do at the present time in obtaining the services of British officers. I am, Sir, yours faithfully,

(Signed) T. W. Moore,
Secretary.

Auction

PARTICULARS AND CONDITIONS of letting by Public Auction Sale, to be held on MONDAY, the 21st day of August, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at May Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Sub- division	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent	Upset Price.
			S. W.	S. E.	N. E.	N. W.			
			ft.	ft.	ft.	ft.			
Inland Lot No. 1577		South of Cloghly, Aisy Road	145	145	115	115	57,695	114	333

Hong Kong, 12th Aug., 1911. [13]

COMMERCIAL

EXCHANGE.

Selling.	
T.T.	1/9 7/10
Demand	1/9 7/10
80 d/s.	1/9 7/10
60 d/s.	1/9 9/10
T.T. Shanghai	75 1/2
T.T. Singapore	75 1/2
T.T. India	183 1/2
Demand India	183 1/2
T.T. San Francisco and New York	43 1/2
T.T. Japan	107 1/2
T.T. Marks	182 1/2
T.T. France	22 1/2
Buying.	
4 m/s. L/C.	1/9 13/16
4 m/s. D/P.	1/9 15/16
6 m/s. L/C.	1/9 15/16
80 d/s. Sydney & Melbourne	1/10 1/16
80 d/s. San Francisco & New York	44 1/2
4 m/s. Marks	187 1/2
4 m/s. France	22 1/2
6 m/s. do.	23 1/4
Bar Silver	2 1/2
Bank of England rate	8 3/4
Sovereign	11 1/2

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

A Mail will close for:—
Swatow, Amoy and Tamsui—Per Daijin-maru, 20th Aug. 9 A.M.
Swatow and Singapore—Per Loosok, 20th Aug. 9 A.M.
Singapore, Penang and Calcutta—Per Arratoon Apear, 21st Aug. 11 A.M.
Swatow—Per Hainan, 21st Aug. 1 P.M.
Hoihow and Pakhoi—Per Helene, 21st Aug. 1 P.M.
Macao—Per Sai Tai, 21st Aug. 1.15 P.M.
Manila, Cebu and Iloilo—Per Rabi, 21st Aug. 3 P.M.
Samarang and Sourabaya—Per Hainan, 21st Aug. 3 P.M.
Shanghai—Per Wingsan, 21st Aug. 3 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Panama-maru, 22nd Aug. 10 A.M.
Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Gallo, Iquique, Valparaiso and Coronel—Per Kiyomaru, 22nd Aug. 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per St. Albans, 22nd Aug. 11 A.M.
Shanghai—Per Kwongsang, 22nd Aug. 11 A.M.
Batavia, Cheribon, Samarang and Sourabaya—Per Tjilowong, 22nd Aug. 11 A.M.

Swatow, Amoy and Foochow—Per Haiyang, 22nd Aug. noon.
Macao—Per Sai Tai, 22nd Aug. 1.15 P.M.
Manila, Cebu and Iloilo—Per Kaitong, 22nd Aug. 3 P.M.
Europe, &c., India via Tutuorin—Per Kliest, 23rd Aug. 11 A.M.
Macao—Per Sai Tai, 23rd Aug. 1.15 P.M.
Hoihow and Haiphong—Per Sung-king, 23rd Aug. 5 P.M.
Singapore, Penang, and Colombo—Per Nora, 24th Aug. 9 A.M.
Macao—Per Sai Tai, 24th Aug. 1.15 P.M.
Shanghai—Per Cherran, 24th Aug. 3 P.M.
Singapore, Penang and Colombo—Per Nippon, 24th Aug. 3 P.M.
Swatow, Amoy and Foochow—Per Haiyang, 25th Aug. noon.
Macao—Per Sai Tai, 25th Aug. 1.15 P.M.
Wei-hai-wei and Tientsin—Per Kuei-show, 26th Aug. 3 P.M.
Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Suimiden, Yokohama, Honolulu and San Francisco—Per Siboria, 26th Aug. noon.
Swatow, Amoy and Foochow—Per Hainan, 26th Aug. noon.
Manila (taking Mails for Cebu and Iloilo)—Per Loosok ng, 26th Aug. 1 P.M.
Macao—Per Sai Tai, 26th Aug. 1.15 P.M.
Tientsin and Tientsin—Per Cheong-shing, 26th Aug. 5 P.M.
Europe, &c., India via Tutuorin—Per Totsura, 26th Aug. 11 A.M.
Singapore, Penang and Calcutta—Per Pooksang, 31st Aug. 11 A.M.
Shanghai, Kobe and Moji—Per Nansan, 1st Sept. 11 A.M.
Rangoon, &c., India via Tutuorin—Per Aradid, 2nd Aug. 11 A.M.
Manila (taking Mails for Cebu and Iloilo)—Per Loosok ng, 26th Aug. 1 P.M.

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Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Suimiden, Yokohama, Honolulu and San Francisco—Per Siboria, 26th Aug. noon.
Swatow, Amoy and Foochow—Per Hainan, 26th Aug. noon.
Manila (taking Mails for Cebu and Iloilo)—Per Loosok ng, 26th Aug. 1 P.M.

SHIPPING NEWS.

MAILS DUE.

Pacific (Siboria) 20th inst.
Pacific (China) 22nd inst.
German (Buelow 22nd inst.
Pacific (Manchuria) 30th inst.
The Imperial German Mail s.s. Buelow left Singapore yesterday at 11 a.m., and may be expected here on the 22nd at 1 p.m.
The C. P. R. Co.'s R.M.S. Empress of India arrived at Kobe yesterday at 7 a.m., and left again at noon same day for Shanghai, where she is due to arrive on the 21st inst., at 10 a.m.
The O. S. K. str. Chicago Maru which left this port on the 12th ult., arrived at Tacoma on the 10th inst. Silk ex this steamer was delivered in New York on the 16th inst.
The P. M. S. S. Co. s.s. Siboria is due to arrive at this port to-morrow between 8 and 10 a.m., and will be dispatched for San Francisco on the 20th inst., at 1 p.m., via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Suimiden, Yokohama and Honolulu.
The P. M. S. S. Co. s.s. China is expected at this port on the 22nd inst., at daylight, and will be despatched from here for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on 1st prox., at 1 p.m.

ARRIVALS.

Helene, Ger. s.s., 771, H. Bendixen, 18th Aug.—Pakhoi and Hoihow 17th Aug. Gen.—J. & Co.
Kaitong, Br. s.s., 3,149, John Stewart, 18th Aug.—Philadelphia and Singapore 12th Aug. Gen.—J. & Co.
Peloni, Br. s.s., 4,800, H. Nicholas, 19th Aug.—Shanghai, 16th Aug. Gen.—B. & S.
Anhui, Br. s.s., 1,350, J. B. Harris, 19th Aug.—Canton. 18th Aug. Gen.—B. & S.
Kiang Ping, Chi. s.s., 1,222, H. Udden, 19th Aug.—Canton 18th Aug. Gen.—Fung Lee & Co.
Hongkong, Br. s.s., 739, Corneliansen, 19th Aug.—Haiphong 16th Aug. Gen.—A. R. Marly.
Tjilowong, Dutch s.s., 2,470, A. W. L. Kroos, 19th Aug.—Muntal 11th Aug. Gen.—J. C. J. L.
Tosa Maru, Jap. s.s., 3,920, Suzawa, 19th Aug.—Moji 14th Aug. Gen.—N. Y. K.
Kwongsang, Br. s.s., 1,428, Richard, 19th Aug.—Shanghai and Swatow 12th Aug. Gen.—J. M. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Petchaburi, for Swatow.
Hanchow, for Amoy.
Peleus, for Singapore.
Kallibia, for Hanchow.
Yuenang, for Manila.
Anhui, for Shanghai.
Liguria, for Canton.
Tjilowong, for Moji.
Kiang Ping, for Wakuatsu.

DEPARTED.

Devanlia, for Europe.
Soshu-maru, for Canton.
Yuenang, for Manila.
Hanchow, for Chinkiang.
Tjilowong, for Kobe.
Baton Androsari, for Cape Town.
Laertes, for Saigon.
Mausang, for Sandakan.
Sivier, for Manila.
Telamon, for Singapore.

PASSENGERS ARRIVED.

Per s.s. Devanlia, arrived 18th Aug. from Shanghai:—
Bakki, B. M. Honeck, R. R.
Bell, Mr. and Mrs. Katiak, M. K.
W. H. Katz, Mr. & Mrs.
Bakony, L. M. A.
Dok, F. W. Poland, W. R.
Rensky, Revd. J. Komos, Revd. J.
H. Mahomed, T.
Flemming, Mr. & Mrs. Watson, N. L.
Honeyard, G.

PASSENGERS DEPARTED.

Per s.s. Nippon Maru, sailed on the 18th Aug. for San Francisco:—
Conklin, A. H. Kim, Mr. & Mrs. Croker, Mr. C. C. P.
Linn, L. K. Perke, J. L.
Choo Ki Yum Proot, S. G.
Chin, C. W. Pak, T. S.
Edwards, H. C. Fin Sheo
Fong, H. S. Takoda, T.
Franklin Tokimago, T.
Pan, T. S. Tung, H. S.
Harper, Mrs. A. Wing Wing Poo
Hicks, Mr. & Mrs. Watanabe, K.
H. S. Yamaaki, K.
Jin Lee Yoo, T. C.
Kitchner, I.

VESSELS IN PORT.

Arratoon Apear, Br. s.s., 2,931, G. F. Hudson, 16th Aug.—Moji 10th Aug. Gen.—D. S. & Co.
Borneo, Ger. s.s., 1,341, F. Somhill, 17th Aug.—Sandakan 12th Aug. Timber and Gen.—M. & Co.

Chinkiang, Br. s.s., 1,220, King, 16th Aug.—Moji 9th Aug. Gen.—B. & S.
Daijin Maru, Jap. s.s., 899, Y. Yamamoto, 16th Aug.—Tamsui 18th and Swatow 15th Aug. Gen.—O. S. K.
Drufar, Nor. s.s., 1,102, J. Bing, 17th Aug.—Bangkok 9th and Swatow 16th Aug. Gen.—Kin Tay Loong.

Hairun, Br. s.s., 641, A. H. Stewart, 18th Aug.—Swatow 17th Aug. Gen.—D. L. & Co.
Hing Wan I, Chi. s.s., 2,000, J. Hainsworth, 16th Aug.—Singapore 11th Aug. Gen.—Joo Tok Song.

Hanan, Br. s.s., 1,148, Speed, 14th Aug.—Karatun 8th Aug. Gen.—B. & S.
Kaitong, Br. s.s., 987, J. V. Sidford, 18th Aug.—Manila and Philippine ports 16th Aug. Gen.—B. & S.

Kiyo Maru, Jap. s.s., 3,000, S. Togo, 16th Aug.—Moji 8th July. Gen.—T. K. K.
Loosok, Ger. s.s., 1,014, G. Schultzen, 17th Aug.—Bangkok via Swatow 16th Aug. Gen.—B. & S.

Panama Maru, Jap. s.s., 3,766, Muto, 10th Aug.—Shanghai 7th Aug. Gen.—O. S. K.
Petchaburi, Ger. s.s., 1,879, C. Goebisch, 12th Aug.—Bangkok and Swatow 11th Aug. Gen.—B. & S.

Pharang, Ger. s.s., 1,021, Rohers, 16th Aug.—Bangkok 9th Aug. Gen.—B. & S.
Quito, Br. s.s., 2,152, S. McDougall, 18th Aug.—Cardiff 27th June. Latent Fuel.—Government.

Rubi, Br. s.s., 1,408, S. A. Crosby, 18th Aug.—Manila, Cebu and Iloilo 15th Aug. Gen.—S. T. & Co.
Samaen, Br. s.s., 998, R. Petersen, 10th Aug.—Bangkok 1st Aug. Rice and Wood.—B. & S.

Telemaehus, Br. s.s., 1,340, Eraser, 16th Aug.—Saigon 12th Aug. Rice and Gen.—Wo Fat Sing & Co.
Tjilowong, Dutch s.s., 3,061, J. B. V. Damino Jalink, 14th Aug. Amoy 8th Aug. Coal and Gen.—J. C. J. L.

Ve-hold, Nor. s.s., 1,172, Battison, 11th Aug.—Saigon 7th Aug. Rice.—O. S. S. Ltd.
SAILING VESSELS.
Pelips, Br. 4-masted Barque, 2,999 White, 29th June—Canton 28th June, Ballast.—Standard Oil Co.

SHIP PASSED THE CANAL.
1st August—Antiochus, Benvenue, Bulow, Ceylon, Dacre Castle, 11th August—Agamemnon, Aki Maru, Antenor, Austria, Calcutta, Dunblane, St. Patrick, Sithonia, York. 8th August—Nelson, Scandita. 11th August—Ping Sany, Slavonia, Thesus, Tranquebar, Dumbur. 16th August—Hitachi Maru, Madelon, Sithonia, York. 18th August—Dum-ley.

Arrivals at Home. 4th August—Ernest Simons, Machon, Afghan. 8th August—Hitachi Maru, Suavia. 11th August—Vandilia. 15th August—Achille, Renader, Nubia, Palma. 18th August—Brasilia, Mishima Maru, Miyasaki Maru, Stentor, Sydney, Prinzess Alice, Telemaehus, Gnoskenau.

RIGHTS, DUTIES & LIABILITIES OF SHAREBROKERS.
EVERY Man and Woman in Hongkong should read the series of Articles appearing in the "HONGKONG TELEGRAPH" on the Rights, Duties and Liabilities of Sharebrokers.
The Law is clearly stated.
The Faults of the Hongkong system criticized.
Two Articles have already appeared, but back numbers can be obtained on application.
Further instalments will appear on Saturday until completion of the series.
Don't Miss Them. They will interest you deeply, and are worth preserving.
"HONGKONG TELEGRAPH," 47, Des Voeux Road Central.
Hongkong, 8 Aug., 1911. [1804]

A LING & CO.
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DEVELOPING, PRINTING AND ENLARGING.
19, Queen's Road. [863]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP.
The Peak, near the Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857]

F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor

N. BLUMENTHAL, Manager

Telephone, 170

Telegrams "Astor."

[24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

0 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

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Hongkong, 15th August, 1911.

HOTEL LISTS.

HONGKONG HOTEL.
Bolk, P. W. Katz, Mr. & Mrs.
Blackman, Mr. & Mrs. A. A.
Mrs. W. H. Marriott, Dr. O. J.
Buckland, P. J. McDonald, T. J.
Carandean, Mrs. J. McHugh, Mr. and Mrs. P. E.
Carandean, A. D. Mitchell, E. V.
Chilvers, P. T. Moulder, Mr. and Mrs. A. B.
Condon, H. L. Nicholson, B. J.
Davidson, N. K. Nisbet, Mr. and Mrs. H. A. & child.
Duncan, Mr. and North, W.
Mrs. G. L. Nutter, Horner.
Gates, E. J. W. Pond, Ernest H.
Payson, A. F. Prichard, A. T.
Phillips, Mr. & Mrs. Quinn, J.
Fisher, H. G. Ray, E. H.
Goulburn, V. Reay, Miss F.
Gould, Mr. & Mrs. Reid.
Joseph, Solomon, H. H.
Gratama, D. M. G. Spalding, Dr. and Mrs. A. D.
Grothe, H. Squittes, J. W.
Hall, Capt. T. P. Square, Miss W.
Harrison, A. Holmes, Mr. and Stainer, Lt. and Mrs. E. J. and Mrs. C. E.
infant Thompson, M. J.
Hose, H. R. Waterman, E. J.
Hough, Dr. S. Zeno, Mr.
Innes, Capt. R.

GRAND HOTEL.
Blum, N. Parkes, J. L.
Bourgo, G. De Paul, Samuel
Brownlow, E. O. Pedro, Sen
Craw, A. B. Pringle, J. W.
Donnelly, Mrs. and Polstron, Mr.
children Ramsey, Mrs. A.
Gearing, Philip F.
Habr, Mr. and Mrs. Schimmdschmidt
Hoff, E. Mr.
Hudson, C. W. Taylor, R. E.
James, B. Treadgold, E. J.
Kerney, J. Trumett, Mr.
Keit, Dr. F. Vlachon, H. J.
McPherson, D. B. Wawa, Capt. J.
Moorey, R. J. Mrs.
Muller, Mr. Wilson, J.
Nanninga, P. W. Wood, Mrs. O. H.

L.

CHANGHONG.
Denison, A. Mondyk, A. C.
Gaddie, Mr. and Ritchie, Mr. and Mrs. F. W.
Gaskell, Mr. and Sialy, Lieut. and Mrs. W. H. Mrs. G.
Grant-Smith, E. Smith, Mr. and Mrs. Morton
Hancock, Lieut. & Smithson, Miss
Mrs. R. L. n. Stoneham, H. F.
King, Mr. & Mrs. Sutton, Mr. and Mrs. F.
Mackenzie, A.

ASTOR HOUSE.
Baudry, J. Leo Kang Tolon
Bell, Miss Bella Lopes, E.
Bell, Miss Mary Logebil, V.
Bolbi, G. Meunier, D.
Brown, H. L. Moily, N.
Brown, J. Morris, Mrs. K.
Bump, Mr. G. de
Burton, H. M. Nijelaa, Mr. and Mrs. Th.
Cama, V. Mrs. Th.
Cook, Miss F. E. Pernaut, Mr. and Mrs.
Dawson, H. W. Mrs.
Donaldson, H. Ramagat, H.
Dickson, W. Rivenet, Mr. and Mrs.
Engel family Mrs.
Evans, H. G. Rondon, L.
Gaza, F. D. Rosenthal, F.
Granado, A. Ross, Jno
Godwin, W. J. Sizer, P. K.
Gourgey, M. Smith, J.
Gulbert, Mr. and Sprinkle, W.
Mrs. A. & family Tol, Mr. & Mrs.
Hanitzsch, F. S. J.
Hufford, T. Turner, J.
Johnston, R. N. Urban, Mr. and Mrs.
Joseph, J. Mrs.
Lapicque, P. A. Williams, W. A.

WING KEE & CO.
47-49, Connaught Rd.
SHIPCHANDLERS,
PROVISION & COAL.
MERCHANTS.
Hongkong, 28th Mar., 1911. [990]

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per mensum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
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(PAYABLE IN ADVANCE.)
By Order, "HONGKONG TELEGRAPH."

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SHARE REPORT.

S-SELLERS SA-SALE S-BUYERS

STOCKS & PAID UP VALUE.		CLOSING QUOTES.	LAST DIVIDEND AND DATE.	RETURN BASED ON YEAR'S DIV.
BANKS.				
Hongkong & Shanghai	\$125	\$910 sa. \$87 10/-	Interim dividend of £2 per share at exchange 1/34—\$22.82 for year ending 30th June 1911.	6%
National Banks	25	\$10	In Liquidation	
Canton MARINE INSURANCES	\$50	\$210	\$15 for 1900	7 1/2%
North China	25	\$108	Interim of 10/- for 1910	6%
Unions	\$100	\$815 sa.	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910	6%
Yangtze	250	\$215 b.	\$12 for 1909 and Int. of \$8 on account of 1910.	7 1/2%
FIRE INSURANCES.				
China Firs	\$20	\$124 b.	\$7 & 1/2 of \$2 for 1900	7 1/2%
Hongkong Firs	\$50	\$350 b. & sa.	\$27 for 1909	7 1/2%
SHIPPING.				
China & Manilla	\$25	\$10 sa.	\$1 for 1906	
Douglas Steamships	\$50	\$19 b.	5 p.c. for year ending 30-6-08	
Steamboats	\$15	\$28 1/2 b.	Dividend of \$1 1/4 for half year ending 30-6-11	8 1/2%
Indo-Chinas (Preferred)	20	\$66	3% final making 6% for 1908 & 6% div. for 1909 on preferred shares.	
(Deferred)				
"Shell" Transports	21	79/- \$11 b.	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.	4 1/2%
"Star Ferry"	\$10	\$27	Div. 7 p. c. for year ending 30.6.11	4 1/2%
REFINERIES.				
China Sugars	\$100	\$148 sa.	\$10 for 1910	7%
Luzon Sugars	\$100	\$29 b.	\$3 for 1897	
MINING.				
Chinese Engineering	21	\$114 b.	Interim of 1/- on account for year ending 28.2.11 (Coupon No. 18)	0%
Headwaters	P. 10	P. 10	1st year	
Raraba	21	\$2	1s. 2d. per share on 150,000	5%
Docks, HARVES, & COWINGS	\$50	\$50 sa.	\$3 for year ending 31.12.10	6%
H. K. & W'pon Docks	\$50	\$32 1/2 b.	\$1 interim dividend for year to 30th June 1911	4%
Shanghai Docks	T. 100	T. 51 b.	Tls. 2 1/2 for 1910	5%
Hongkong Wharfs	T. 100	T. 88	Final of Tls. 4 for 1910	8 1/2%
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T. 100	T. 92	Tls. 6 29-2-10	0 1/2%
Hongkong Hotels	\$50	\$72 1/2 ex div.	\$3 on old shares, \$1.50 on new shares for half year 31-12-10	4%
Hongkong Lands	\$100	\$100 b.	Interim div. of \$3 for 1911	7 1/2%
Humphreys Estates	\$10	\$7 1/2 b.	45 cents for 1910	7%
Kowloon Lands	\$30	\$26 b.	\$2 1/2 for 1910	8%
Shanghai Lands	T. 80	T. 91	5% for half year to 30-6-11	0 1/2%
West Points	\$50	\$45 sa.	Interim div. of \$2 for 1911	8 1/2%
Manila M'pole Hotel	P. 0	\$11 sa.	15 per cent. for 1910	10%
COTTON MILLS.				
Ewos	T. 50	T. 10	T4 for year ended 31-10-10; T7 for year ended 20-12-10; 50 cents 31-7-08	4 1/2%
Hongkong Cottons	\$10	\$6	\$1 for 1910	10%
MISCELLANEOUS.				
Chinn-Boraco	\$12	\$9 1/2 sa.	\$1 for 1910	
Light and Powers	\$10	\$11 55 b.	80 cents for 1910	10%
Do. (Spec. shares)	\$1	\$32 1/2 b.	\$1.20 for year end'g 31-7-10	5 1/2%
China Providents	\$10	\$94	Interim of 15 cents per share for 1910	4%
Dairy Farms	\$6	\$22 b.	\$1.20 per share and 1/2 of 10 cents	6%
Green Islands	\$10	\$3.30	\$2 interim for half year ended 30th June 1911	6 1/2%
Hongkong Electric	\$10	\$21 1/2	\$1 interim account 1911	11%
Hongkong Ices	\$25	\$180 sa.	Special bonus T.2 15-4-11	0 1/2%
Hongkong Ropes	\$10	\$18	Interim div. T.14 15-8-11	0 1/2%
Langkats	g. 10	T.87 1/2	Interim div. T.14 15-8-11	
Morning Post	\$25	\$25	None	
Peak Tramway	\$10	\$12	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11	7%
Do. (new)	\$1	\$1.10	None	
Philippines	\$10	\$5 b.	\$1.50 for 1910	12%
H. Price & Co., Ltd.	\$10	\$12 b.	First year	...
Societe des Papiers et Papieteries	\$50	\$45	Benefit \$500	
da Tonkin				
Shanghai-Sumatra	T. 20	T.90	No dividend this year	
Steam Laundry	\$5	\$6 1/2	50 cents for year end'g 30-5-10	8%
United Asbestos Oriental Agency, Ltd.	\$10	\$10	15 per cent. per ordinary share for year ended 31-5-1910	6%
United Asbestos Founders Shares	\$10	\$300	Do.	
Union Waterboat	\$10	\$7	5 per cent. for year ending 31-12-1910	7%
Weissman, Ltd.	\$10	\$15 b.	10 per cent. for year ending 31-7-10	6 1/2%
Watson	\$10	\$6 sa.	80 cents for 1910	5%
William-Dowell		\$4 b.		